UNITED STATES AIR FORCE AIRCRAFT ACCIDENT INVESTIGATION BOARD REPORT



C-130H, T/N 88-4404

95TH AIRLIFT SQUADRON

440TH AIRLIFT WING

POPE ARMY AIR FIELD, NC

C-27J, T/N 10-27030

USASOC FLIGHT COMPANY

US ARMY SPECIAL OPERATIONS COMMAND

FORT BRAGG, NC





LOCATION: NEAR POPE ARMY AIR FIELD, NORTH CAROLINA

DATE OF ACCIDENT: 1 DECEMBER 2014

BOARD PRESIDENT: COL MATTHEW G. ANDERER

CONDUCTED IAW AIR FORCE INSTRUCTION 51-503

An accident investigation board investigated the midair collision that occurred 1 December 2014 approximately eight miles south of MacKall AAF, North Carolina, involving a C-130H, T/N 84-4404, assigned to the 440th Airlift Wing, Pope AAF, North Carolina, and a C-27J, T/N 10-27030, assigned to the United States Army Special Operations Command Flight Company, Fort Bragg, North Carolina. The investigation was conducted under the provisions of AFI 51-503, and the report of the board complies with applicable regulatory and statutory guidance. Accordingly, the board's report is approved.

BROOKS L. BASH Lieutenant General, USAF Vice Commander

AIRCRAFT ACCIDENT INVESTIGATION BOARD C-130H, T/N 88-4404 and C-27J, T/N 10-27030 Pope Army Air Field, North Carolina 1 December 2014

EXECUTIVE SUMMARY

On 1 December 2014, at approximately 2022 local time, a C-130H, tail number (T/N) 88-4404, assigned to the 440th Airlift Wing, Pope Army Air Field (AAF), North Carolina and a United States Army C-27J, T/N 10-27030, assigned to the United States Army Special Operations Command Flight Company, Pope AAF, North Carolina collided approximately 8 miles south of Mackall AAF, North Carolina. Both aircraft declared emergencies and landed safely, the C-27 to Mackall AAF and the C-130 to Pope AAF. There were no injuries to the eight C-130 crewmembers or the five C-27 crewmembers. Damage estimates for the C-27 are still ongoing. The government loss for the C-130 and associated cleanup was valued at \$1,837,649.93.

At the time of the incident, the mishap C-130 was performing an escape maneuver to egress Luzon Drop Zone (DZ) following completion of a visual Container Delivery System airdrop. The mishap C-27 was departing Laurinburg-Maxton Airport enroute to two waypoint DZs for simulated airdrops. The C-130 was leveling at 1500' Mean Sea Level (MSL) on a heading of 193 degrees while the C-27 was level at 1500' MSL, on a heading of approximately 310 degrees passing slightly beneath the C-130 from left to right. The right wingtip of the C-27 grazed the right underside of the C-130 at the nose gear door, damaging the gear door and following a path that tore the flare dispenser hood from the fuselage and then proceeded beneath the C-130's right wing. The C-27 vertical stabilizer crossed immediately in front of the nose of the C-130 and proceeded between the prop arcs of the C-130's number 3 and 4 engines. The vertical stabilizer then came into contact with the front of the C-130's right external fuel tank and continued on a path impacting midway down the inboard side of the number 4 engine and leading edge of the right wing in the vicinity of the engine mount. The C-130 sustained damage to the leading edge of the right wing and number 4 engine. The C-27 sustained significant damage to the top third of the vertical stabilizer and rudder.

The Accident Investigation Board President found by clear and convincing evidence that the cause of the mishap was a breakdown in visual scan resulting in insufficient clearing of the aircraft flight path by both aircrews. The AIB President found that both aircrews were overreliant on Traffic Collision Avoidance Systems to alert them to potential traffic conflicts and concentrate their visual scan. Additionally, the AIB President found that both aircrews exhibited complacency due to the routine nature of the mission profiles, despite the inherent risk associated with night, low-level, visual flight rules operations on Night Vision Goggles. The AIB President further found that the visibility afforded by the C-27 is limited, presenting a considerably obstructed view for the left-seat pilot who was flying, limiting his ability to see the C-130 approaching from the right with sufficient time to avoid collision. Lastly, the AIB President found the pilot flying from the left seat of the C-130 channelized his attention on aircraft control resulting in a loss of situational awareness and breakdown of visual scan outside the aircraft.

Under 10 U.S.C. § 2254(d) the opinion of the accident investigator as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report, if any, may not be considered as evidence in any civil or criminal proceeding arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.

AIRCRAFT ACCIDENT INVESTIGATION BOARD C-130H, T/N 88-4404 and C-27J, T/N 10-27030 Pope Army Air Field, North Carolina 1 December 2014

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AIRCRAFT ACCIDENT INVESTIGATION BOARD C-130H, T/N 88-4404 and C-27J, T/N 10-27030

Pope Army Air Field, North Carolina 1 December 2014

COMMONLY USED ACRYONYMS AND ABBREVIATIONS

AAF	Army Air Field	HSC	Home Station Checks
AFB	Air Force Base	HVCDS	High Velocity Container Delivery System
AFI	Air Force Instruction	IAW	In Accordance With
AFIP	Armed Forces Institute of Pathology	IFF	Identification Friend or Foe
AFPAM	••	IFR	Instrument Flight Rules
AFPET	Air Force Pamphlet	IMDS	
	Air Force Petroleum Agency		Integrated Maintenance Data System
AFRC	Air Force Reserve Command	INOP	Inoperative
AFSEC	Air Force Safety Center	IP	Initial Point
AG	Airlift Group	ISO	Isochronal Inspections
AGL	Above Ground Level	LRF	Local Range Forecast
AIB	Accident Investigation Board	LRS	Logistics Readiness Squadron
AMC	Air Mobility Command	LZ	Landing Zone
AMXS	Aircraft Maintenance Squadron	MEL	Minimum Equipment List
ARSOAC	Army Special Operations Aviation	MCP	Mishap Co-Pilot
	Command	MFE	Mishap Flight Engineer
AR	Army Regulation	MIL	Mishap Instructor Loadmaster
ART	Air Reserve Technicians	MIP	Mishap Instructor Pilot
AS	Airlift Squadron	ML	Mishap Loadmaster
ATC	Air Traffic Control	MN	Mishap Navigator
ATCT	Air Traffic Control Tower	MP	Mishap Pilot
ATIS	Automatic Terminal Information Service	MSL	Mean Sea Level
AW	Airlift Wing	MTP	Maintenance Test Pilot
CDS	Container Delivery System	NOTAMS	Notices to Airmen
CF	Carried Forward	NM	Nautical Miles
CVR	Cockpit Voice Recorder	NVD	Night Vision Device
CW4	Chief Warrant Officer, Four	NVG	Night Vision Goggle
DA	Department of the Army	ORM	Operational Risk Management
DA PAM	Department of the Army Pamphlet	PDM	Programmed Depot Inspections
DCMA	Defense Contract Management Agency	PHA	Preventative Health Assessment
DFDR	Digital Flight Data Recorder	PFPS	Portable Flight Planning System
DoD	Department of Defense	PI	Point of Impact
DZ	Drop Zone	Q-1	Qualified without Restrictions
EOR	End of Runway	QCD	Quality Control Designee (QCD)
FA	Flight Authorization	REL	Required Equipment List
FAA	Federal Aviation Administration	RTB	Return to Base
FAY		SIB	Safety Investigation Board
IAI	Fayetteville Regional/Grannis Field Airport	SKE	Station-Keeping Checklist
FM	Field Manual	STAN	
			Standardization (STAN)
FDAU	Flight Data Acquisition Unit	STS	Special Tactics Squadron
FDP	Flight Duty Period	TA/RA	Traffic Advisory/Resolution Advisory
FDR	Flight Data Recorded	TBA	Training Business Area
GFR	Government Flight Representative	TCAS	Traffic Collision Avoidance System
GMT	Greenwich Mean Time	TCTO	Time Compliance Technical Order
HE	Heavy Equipment	TI	Technical Inspector
Herc	C-130 Hercules	T.O.	Technical Order
HF	High Frequency	TOLD	Takeoff and Landing Data
HFACS	Human Factors Analysis and Classification	TOT	Time on Target
	System	TRACON	Terminal Radar Approach Control

United States Army Special Operations UFC

Command Flight Company United States Army Special Operations **USASOC**

Command

USSOCOM United States Special Operations

Command

VFR Visual Flight Rules Visual Low-Level Transponder VLL XPDR

Z Zulu or Greenwich Mean Time (GMT)

AIRCRAFT ACCIDENT INVESTIGATION BOARD C-130H, T/N 88-4404 and C-27J, T/N 10-27030 Pope Army Air Field, North Carolina 1 December 2014

SUMMARY OF FACTS

1. AUTHORITY AND PURPOSE

a. Authority

On 9 December 2014, Lieutenant General Brooks Bash, Vice Commander, Air Mobility Command (AMC), convened an Accident Investigation Board (AIB) in accordance with Air Force Instruction (AFI) 51-503, Aerospace Accident Investigations, to investigate the 1 December 2014 midair collision of a U.S. Air Force C-130H aircraft, tail number (T/N) 88-4404, and a U.S. Army C-27J, (T/N) 10-27030, 31 miles southwest of Pope Army Airfield (AAF), near Mackall AAF, North Carolina (Tab Y-3). The following board members served on the AIB: Colonel Matthew G. Anderer, Commander, 721st Air Mobility Operations Group, Ramstein Air Base, Germany, Board President; a Lieutenant Colonel Medical Member; a Major Pilot Member; a Major Maintenance Member; a Captain Legal Advisor; a Master Sergeant Air Traffic Control Member; and a Staff Sergeant Recorder (Tabs Y-3, Y-6). In addition to the board members, two Functional Area Experts (FAEs) were also appointed: a Lieutenant Colonel Army Investigating Officer FAE, and a Captain Flight Medicine FAE. This investigation was conducted at Pope AAF, North Carolina from 6 January 2014 through 4 February 2015.

b. Purpose

This is a legal investigation convened to inquire into the facts surrounding the aircraft or aerospace accident, to prepare a publicly-releasable report, and to gather and preserve all available evidence for use in litigation, claims, disciplinary actions, administrative proceedings, and for other purposes.

2. ACCIDENT SUMMARY

On 1 December 2014, at 0122 Zulu (Z), 2022 local (L), 1500' MSL approximately 8 miles south of Mackall AAF, North Carolina, a C-130H, T/N 88-4404, assigned to the 440th Airlift Wing, Pope Army Airfield, North Carolina, that was performing a post-drop escape maneuver from the Luzon Drop Zone on a local area training mission, collided with a C-27J, T/N 10-27030, assigned to the U.S. Army Special Operations Command Flight Company, that was conducting pilot proficiency and upgrade training. The right wingtip of the mishap C-27 grazed the right underside of the mishap C-130 at the nose gear door, damaging the right wingtip of the mishap C-27 while damaging the gear door and tearing the flare dispenser hood from the mishap C-130. The mishap C-27's vertical stabilizer then crossed immediately in front of the nose of the mishap C-130 and proceeded between the propeller arcs of the mishap C-130's number three and four engines, striking the front of the right external fuel tank and impacting the inboard side of the number four engine and leading edge of the right wing near the engine mount. The mishap

C-130 sustained damage to the leading edge of the right wing and the number four engine was disabled. The top third of the mishap C-27's vertical stabilizer was shorn. Both aircraft were able to execute emergency landings; the mishap C-130 at Pope Army Airfield approximately 31 miles to the northeast and the mishap C-27 at Mackall Army Airfield.

There were no fatalities, significant injuries, or damage to civilian property. The estimated loss for the mishap C-27 has not yet been determined, but the estimated loss for the mishap C-130 and associated cleanup was valued at \$1,837,649.93.

3. BACKGROUND

a. Air Mobility Command

AMC is a major command headquartered at Scott AFB, Illinois. AMC provides worldwide cargo and passenger delivery, air refueling and aeromedical evacuation. The command also transports humanitarian supplies to hurricane, flood and earthquake victims both at home and around the world. AMC's mission is to provide global air mobility...right effects, right place, right time. More than 133,700 active-duty Air National Guard, AFRC and Department of Defense (DoD) civilians make the command's rapid global mobility operations possible (Tab CC-3).



b. Air Force Reserve Command

AFRC, with headquarters at Robbins AFB, Georgia, became the ninth major command of the Air Force on 17 February, as a result of Title XII - Reserve Forces Revitalization - in Public Law 104-201, the National Defense Authorization Act of Fiscal Year 1997. The mission of the AFRC is to provide combat ready forces to fly, fight and win. Reservists support nuclear deterrence operations, air, space and cyberspace superiority, command and control, global integrated intelligence surveillance reconnaissance, global precision attack, special operations, rapid global mobility and personnel recovery. They also perform space operations, aircraft flight testing, aerial port operations, civil engineer, security forces, military training. communications, mobility support, transportation and services missions (Tab CC-6).



c. 440th Airlift Wing

The mission of the 440 AW is to maintain operational readiness for the airlift of tactical units, airborne units, personnel, supplies and equipment into prepared or unprepared areas by landing or airdrop. The peacetime and wartime mission of the 440 AW is global in scope. During wartime, when mobilized, the 440 AW would be under the operational control of AMC (Tab CC-9).

TUNQUAM NON PARATIO

d. 95th Airlift Squadron

The 95 AS is the flying unit of the 440 AW. The 100+ pilots, navigators, flight engineers, load masters and support specialists fall under the 440th Operations Group. The 95 AS flies the C-130H2 Hercules transport aircraft (Tab CC-13).



e. C-130H Hercules

The C-130H Hercules primarily performs the tactical portion of the AMC airlift mission. The aircraft, capable of operation from rough, dirt strips, is the prime transport for airdropping troops and equipment into hostile areas. The C-130H, operating throughout the DoD, executes a wide-range of operational missions in both peacetime and wartime situations. The aircraft is capable of executing diverse missions, including airlift support, Antarctic resupply, aeromedical evacuation, weather reconnaissance, aerial spray, humanitarian relief and wild land firefighting (Tab CC-15).



f. United States Army Special Operations Command

On 1 December, 1989, the Department of the Army established USASOC at Fort Bragg, N.C., as a major Army command to enhance the readiness of Army special operations forces.

In addition to reporting to the Department of the Army, USASOC also functions as the Army component of the U.S. Special Operations Command (USSOCOM), located at MacDill AFB, Florida. USSOCOM is the congressionally mandated, unified combatant command responsible for all DoD special operations forces within the Army, Navy, AF and Marine Corps (Tab CC-19).



g. Army Special Operations Aviation Command

ARSOAC organizes, mans, trains, resources and equips Army Special Operations Aviation units to provide responsive, special operations aviation support to Special Operations Forces and is the USASOC Aviation staff proponent.

This structure provides the appropriate command and control, manning and visibility for the complex and sensitive tasks required of Army Special Operations Forces aviation units and organizations. ARSOAC is a one-star, subordinate command to the USASOC (Tab CC-22).



h. C-27J Spartan

The C-27J Spartan is a twin turboprop medium-sized tactical military transport aircraft with exceptional short takeoff and landing capabilities. It is designed for transporting equipment or troops in combat zones and operating in an austere environment with minimal ground support. The C-27J brings to USASOC the capability to conduct pressurized flight for high altitude jump training, tactical vehicle load training, increased payload for jump and aerial delivery training, and vastly increased speed and range for supporting Army Special Operations Forces (Tab CC-27).



i. Laurinburg-Maxton Airport (KMEB), NC

Laurinburg-Maxton Airport is an uncontrolled airport located approximately three miles north of Maxton, NC and 16 miles southeast of Mackall AAF, NC. The airport is used for military, farming, and parachute operations. Laurinburg-Maxton Airport has two active runways, the 6,503 foot long runway 05/23 and the 3,534 foot long runway 13/31. Fayetteville Air Traffic Control Tower/Terminal Radar Approach Control (FAY ATCT/TRACON) provides approach, departure and clearance delivery functions for aircraft operating under Instrument Flight Rules (IFR) (Tab CC-31).



j. Mackall Army Airfield (KHFF), NC

Mackall AAF is a military airfield located on Camp Mackall near Southern Pines, NC. The airport is used for military operations. Mackall AAF has 2 active runways, the 4,996 foot long runway 04/22 and the 4,794 foot long runway 11/29.

Mackall AAF has an air traffic control tower (ATCT), Mackall Tower, responsible for the Class D airspace extending upward from the surface to 2,900' mean sea level (MSL) within a 4.2-mile radius around Mackall AAF, during its hours of operation. FAY ATCT/TRACON provides IFR approach control services to Mackall AAF and radar advisory services to aircraft exiting Mackall AAF's Class D airspace upon request (Tab CC-30).

In Class D airspace, aircraft establish two-way radio communications with the servicing ATC facility prior to entering the airspace and maintain communications while in the airspace. ATC facilities are not required to provide separation services to VFR aircraft (BB-33).

k. Fayetteville Air Traffic Control Tower/Terminal Radar Approach Control (FAY ATCT/TRACON)

FAY ATCT/TRACON is located three miles south of Fayetteville, North Carolina at Fayetteville Regional/Grannis Field Airport.

In addition to providing radar approach control services for smaller airfields in the area, FAY ATCT/TRACON is responsible for the class C airspace extending upward from the surface to 4,200' MSL within a five mile radius around FAY excluding that airspace below 1,400' MSL within a 1.5-mile radius of Gray's Creek Airport. It is also responsible for Class C airspace within a 10-mile radius around the airport extending upward from 1,400' MSL to 4,200' MSL excluding that airspace contained within active Restricted Areas (Tab BB-29).

In Class C airspace, aircraft establish two-way radio communications with the servicing ATC facility prior to entering the airspace and maintain communications while in the airspace. VFR aircraft are only separated from IFR aircraft within the airspace (Tab BB-32 to BB-33).





The mishap C-130 was assigned to the 440th Airlift Wing (440 AW), Air Force Reserve Command (AFRC), and based at Pope Army Airfield (AAF), North Carolina. The mishap C-130 aircrew included six reserve members assigned to the 95th Airlift Squadron (95 AS), augmented by a navigator assigned to the 43rd Airlift Group (43 AG). The 95 AS is a squadron within the 440 AW, while the 43 AG is a component within Air Mobility Command (AMC). The mishap C-27 was assigned to the U.S. Army Special Operations Command Flight Company (UFC), U.S. Army Special Operations Aviation Command (ARSOAC), and based at Pope AAF, North Carolina. The mishap C-27 aircrew included two active duty members and two Army civilian employees assigned to the UFC, which is a component of ARSOAC under the U.S. Army Special Operations Command (USASOC), augmented by one contract employee of LMT Inc.

4. SEQUENCE OF EVENTS

a. Mission

PACKR32, hereafter referred to as mishap C-130, was scheduled for a local tactical training flight from Pope AAF, North Carolina (Tab K-5). The mishap C-130 had a crew composed of one instructor pilot (MIP2), a mission pilot (MP3), a mission co-pilot (MCP), a mission navigator (MN), a mission flight engineer (MFE3), an instructor loadmaster (MIL), and two loadmasters (ML1 and ML2) (Tab K-5). All crew members were current and qualified for the mission with the exception of ML1 who was qualified, but flying supervised by MIL due to loss of currency (Tabs K-5; G-150). Planned mission tasks included a two-ship formation with PACKR31 under the call-sign PACKR30, flying a Station-Keeping Equipment (SKE) Checklist route to a Heavy Equipment airdrop, followed by a VFR low level route to a High Velocity Container Delivery System (HVCDS) airdrop, and finishing with proficiency training for the Pilots at Pope AAF (Tabs V-5.5; V-6.8). SKE is a formation positioning system that allows aircraft to fly in formation in all-weather conditions while a HVCDS airdrop involves placing the aircraft at a slightly nosed-up angle to utilize gravity to cause the load to roll out of the aircraft and parachute out of the aircraft (Tabs V-5.5; V-8.14). Within twenty minutes after takeoff, PACKR31 aborted its mission due to an aircraft malfunction, so the mishap C-130 flew the planned profile single-ship, retaining call-sign PACKR30 (Tab V-5.7). The mission was authorized by the 95 AS Director of Operations (Tab K-5).

GECKO33, hereafter referred to as mishap C-27, was scheduled for a local training flight from Pope AAF (Tab K-6). The mishap C-27 had a crew composed of an instructor pilot (MIP1), two mission pilots (MP1 and MP2), and two flight engineers (Tab K-6; V-17.4). All crew members were current and qualified for the mission (Tabs G-168; G-171; G176; T-7; T-30). MP2 was conducting Night Vision Goggle (NVG) Pilot in Command training while MP1 was conducting NVG Instructor Pilot training (Tab V-16.5). MFE2 was evaluating MFE1 for NVG currency (Tab V-19.4). Planned mission tasks included NVG traffic patterns and two simulated airdrops with MP2 flying in the left seat, then a seat swap amongst the pilots followed by NVG traffic patterns and two more simulated airdrops with MP1 in the right pilot seat, acting as an instructor (Tabs V-17.9; V-17.18). The mission was authorized by UFC (Tab K-6).

b. Planning

The mission planning of the mishap C-130 was accomplished in accordance with 440th Airlift Wing (AW) standards. MP3's duty day began at approximately 1330 Zulu (Z), 0830 Local (L), seven hours and twenty minutes prior to the mission briefing and ten hours and thirty minutes prior to scheduled take-off. MP3 prepared the mission data card, reviewed the weather conditions, reviewed the Notices to Airmen (NOTAMS), verified airdrop scheduling on the Air Movement Table, and signed the DD-175 Flight Plans (Tabs F-2; F-4; F-5; K-2; K-3; K-7 to K-9; K-13). MP3 signed the Operational Risk Assessment, acknowledging a risk level of Green, the lowest category of overall risk (Tab K-10). MP3 also acknowledged an elevated individual Operational Risk Assessment score for seven of eight crew members (Tab K-10). MP3 initialed the Flight Authorization (FA), verifying accomplishment of Go/No-Go checks on all aircrew members, and initialed the Aircraft Commander preflight checklist, verifying accomplishment of all preflight duties (Tabs K-5; K-13). MP3 briefed the formation, as planned, and all crew members understood the mission profile and tasks (Tab V-9.9 to V-9.10).

The mission planning of the mishap C-27 was also accomplished in accordance with UFC standards. MP1 and MP2 prepared the Portable Flight Planning System (PFPS) logs and charts approximating the planned flight path (Tab V-15.6 to V-15.7). MIP1 completed all other mission products and reviewed the weather products and NOTAMS (Tabs K-4; K-6; K-11; K-15). MIP1 signed the Operational Risk Assessment, acknowledging a risk level of Low, the lowest category of overall risk (Tab K-11). MP2 briefed the other two pilots on the training planned for them that night (Tab V-17.17).

c. Preflight

All required maintenance preflight actions for the mishap C-130 were complete and annotated in the aircraft forms (Tabs D-4; D-5; D-8; D-9). With the assistance of MCC1 and MCC2, the crew chiefs, members of the aircrew preflight-checked the aircraft and found it to be ready for flight (Tabs V-9.4; V-9.24 to V-9.25; V-12.3). MP3 reviewed the aircraft maintenance forms binder to confirm the aircraft was in a satisfactory condition for the planned flight (Tab V-3.42).

All required maintenance preflight actions for the mishap C-27 were complete and annotated in the aircraft forms (Tabs D-14; D-16 to D-18). MIP1 reviewed the forms, noting only one entry of significance: the Traffic Collision Avoidance System (TCAS) was reported for failing frequently in flight, but was able to be successfully reset (Tab D-19).

d. Takeoff and Initial Routes

The mishap C-27 performed an uneventful takeoff at 2253Z (1753L), departing to the south-west towards point LORRY, an IFR waypoint recognized by ATC for transitioning out of controlled airspace (Tabs K-4; DD-31). After exiting controlled airspace and arriving at Laurinburg-Maxton Airport, the mishap C-27 experienced difficulties controlling the approach light settings at Laurinburg-Maxton Airport during the NVG traffic pattern training for MP2 (Tab V-17.19). MIP1 assessed it to be the result of another aircraft clicking the microphone to select high light intensity at another airfield in the area that used the same common pilot controlled lighting frequency (Tab V-17.19). The brightness of the high intensity lighting at Laurinburg-Maxton

Airport prevented the mishap C-27 aircrew from being able to effectively see the runway with their NVGs (Tabs V-16.5 to V-16.6; Tab V-17.19; V-15.23 to V-15.24).

The mishap C-27 performed several landings at Laurinburg-Maxton Airport without NVGs, but, rather than waiting for the lighting to go back down to a level suitable for NVGs, the mishap C-27 temporarily discontinued the landing training and transitioned northwest to the Uwharrie Forest area for the planned simulated airdrops (Tabs V-17.9; V-15.26). During one of the landings at Laurinburg-Maxton Airport, the TCAS failed (Tab N-8). MIP1 elected to "store" the TCAS fault that occurred during taxi at Laurinburg-Maxton Airport to avoid the distraction of continual notification (Tab N-8). While en route to the Uwharrie Forest area and passing inside the southwest boundary of Mackall Tower's airspace, MIP1 contacted Mackall Tower (Tab N-72). Upon check-in, Mackall Tower advised the mishap C-27 to recycle the aircraft transponder as its signal was not received (Tab N-72). MIP1 turned off the transponder, then turned it back on and selected the Traffic Advisory/Resolution Advisory (TA/RA) setting (Tab V-17.28). MIP1 informed Mackall Tower that it had recycled its transponder but Mackall Tower stated that its signal was still not received (Tab N-72). There was no further communication regarding the status of the mishap C-27's transponder prior to the mishap C-27 changing frequencies at 0007Z (1907L) before leaving Mackall Tower's airspace (Tab N-72).

At 2356Z (1856L), one hour later after mishap C-27's takeoff, PACKR 31 and the mishap C-130 performed a normal formation takeoff and departed on the SKE23 route, aircrew and ATC (Tabs K-2 to K-3; DD-31). A "common" route, the SKE 23 was also called the "Heavy CDS SKE visual flight route" (Tab V-4.10). PACKR31 aborted the route approximately twenty minutes after takeoff, performed a lead change with the mishap C-130, and recovered back at Pope AAF at 0035Z (1935L) (Tabs V-5.6 to V-5.7; DD-31). The mishap C-130 continued the planned profile and simulated formation lead procedures in order to continue MP3's training (Tab V-5.7 to V-5.8).

At 0015Z (1915L), approximately the time the mishap C-130 was reduced to a single-ship formation, the mishap C-27 contacted Mackall Tower to inform them that they would be transitioning near Mackall Tower's Class D airspace, from the west to the south (Tab N-73). Mackall Tower approved the transition, without additional reference to the Mishap C-27's inoperable transponder (Tab N-73). The mishap C-27 crew stated they would switch frequency as they transitioned back to Laurinburg-Maxton Airport's airspace (Tab N-73). Fifteen minutes later, at 0033Z (1933L), the mishap C-130 reported on frequency with Mackall Tower, inbound for the Heavy Equipment airdrop (Tab N-75). The two aircraft were never using Mackall Tower's frequency for primary ATC at the same time (Tab N-73 to N-79).

e. First Encounter

Beginning at 0033Z (1933L), the mishap C-130 flew the SKE 23 route through the Heavy Equipment airdrop to the escape (Tabs K-2, K-3; N-75). This routing turned the mishap C-130 south from the Luzon Drop Zone (DZ), followed by a turn east to fly around Laurinburg-Maxton Airport for transition to the VFR Low Level route (Tab V-5.32 to V-5.34). MIP2 visually acquired, unaided, what appeared to be co-altitude traffic as the mishap C-130 flew south (Tab V-5.34). MIP2 referenced the TCAS display and noted traffic approximately seven miles away that appeared to be flying near Laurinburg-Maxton Airport (Tab V-5.35).

During the mishap C-130's Heavy Equipment airdrop and escape, the mishap C-27 performed pattern work at Laurinburg-Maxton. Just prior to the mishap C-27's turn from crosswind to downwind for a landing at Laurinburg-Maxton Airport, MIP1, sitting in the right seat of the mishap C-27 and looking out of the right window, visually acquired traffic straight ahead at approximately co-altitude and assessed it as no factor (Tab N-32). Radar showed the mishap C-130 and an unidentified target in the location of the mishap C-27 passing each other at 0045Z (1945L), approximately 2.7 miles apart (Tab DD-44 to DD-45). Both aircraft exercised "see-and-avoid" at this time.

At 0049Z (1949L), the mishap C-27 reported back on frequency with Mackall Tower (Tab N-76). During this exchange, the mishap C-27 queried the traffic status in the Mackall Tower's airspace, at which point the controller advised of another upcoming airdrop (Tab N-76). The mishap C-27 requested permission to perform NVG traffic pattern work at Mackall AAF (Tab N-76). Mackall Tower granted permission, but stated that the policy normally required advance notice in the form of a Prior Permission Request (N-76). The mishap C-27 reported switching frequencies with an estimated return of fifteen minutes. The mishap C-27 continued to Laurinburg-Maxton for another NVG-aided landing and pilot seat swap and continued to monitor the Mackall Tower's frequency on a secondary radio (Tabs N-34; N-76). At 0055Z (1955L), the mishap C-27 landed at Laurinburg-Maxton to switch positions for the pilots (Tabs U-63; V-14.8).

f. HVCDS Run

At 0114Z (2014L), the mishap C-130 turned east at the IP on the run-in for the visual HVCDS airdrop (Tab EE-4). MCP was the Pilot Flying and MP3 was the Pilot Monitoring (Tab EE-4). MP3 reported inbound to the Luzon DZ to Mackall Tower at 0016Z (2016L) (Tab N-76). There was a short exchange between MP3 and Mackall Tower during which the controller relayed airfield information and requested a position report from the mishap C-130 (Tab EE-4). MP3 queried the crew and MN gave an approximate position to report (Tab EE-5). At 0017Z (2017L), MP3 reported the position back to Mackall Tower and Mackall Tower then advised the mishap C-130 it was clear to transition west-to-east, south of the field, over the Luzon DZ, but to report two minutes prior to the drop (Tab N-76 to N-77). The mishap C-130 passed the thirty seconds from the Slowdown point during the exchanges with Mackall Tower, so MN called "30 SECONDS TO SLOWDOWN" late and called "SLOWDOWN" at five seconds (Tab EE-6). Mackall Tower contacted the mishap C-130 shortly thereafter to inquire as to their status and MP3 acknowledged that they were now inside the two minute mark (Tab N-77).

MN and MCP reported the DZ in sight two minutes prior to the airdrop and the Luzon DZ controller cleared the crew for the airdrop (Tab EE-7). At this point, the only step remaining in the slowdown section of the checklist was to reset the flaps to a specific setting calculated for airdropping CDS at the aircraft weight of 107,000 pounds (Tab EE-7 to EE-8). There were continuous radio and interphone communications, often simultaneously, for the remainder of the time until the airdrop, including: five course alignment guidance corrections from MN; ten radio calls among MP3, MIP2, Mackall Tower, and the Luzon DZ controller; seven checklist verbalizations, three airspeed corrections from MFE3, and a request from MCP for MFE3 to engage altitude hold (Tab EE-7 to EE-9). MP3 never verbally acknowledged the checklist call to

reset the flaps to the HVCDS setting, but the Slowdown checklist was called complete (Tab EE-8 to EE-10). MN called "Green Light" at 2019:47L and the HVCDS exited seven seconds later at which point ML2 reported "Load Clear" (Tab EE-10) MCP initiated an immediate escape and changed received the "strike report" from the Luzon DZ controller, providing a location on where the HVCDS landed (Tab EE-10 to EE-11). MN began briefing the next turn to the pilots while the crew completed the Post-Drop Checklist (Tab EE-12 to E-14).

From 0055Z (1955L) up to the point where the mishap C-130 had been within two minutes of its HVCDS drop, the mishap C-27 had remained on the ground at Laurinburg-Maxton Airport during which time MIP1 moved from the right to the left pilot seat, MP1 moved into the right pilot seat, and MP2 assumed jump seat pilot duties in the rear. (Tab V-17.21 to V-17.23). The mishap C-27 took off from Runway 05 at 0118Z (2018L), turning left on departure to head northwest towards the Uwharrie Forest area (Tabs N-63 to N-64; N-67).

g. Collision

At 0120Z (2020L), as the mishap C-27 climbed to 1500' MSL, Mackall Tower gave the mishap C-130 a frequency change approval following their airdrop shortly before the mishap C-27 completed the After Takeoff checklist (Tab N-67 to N-68). MIP1 then engaged the auto throttle as well as the navigation function of the auto-pilot (Tab N-68). After leveling, MIP1 directed MP1 to input a plot of Mackall Tower's airspace for viewing on the Multi-Function Display at 0121:56Z (2021:56L) (Tab N-69). MP1 inputted the plot but had to look down at the controls at the center pedestal to verify the accuracy of the plot (Tabs N-69; V-15.26 to V-15.27; V-16.21). The mishap C-27 began on a heading of approximately 310 degrees at 160 knots (Tabs N-67 to N-68; DD-34). MP2 was behind MIP1 and MP1 in the jump seat position monitoring the mishap C-27's fuel on an overhead panel (Tabs V-17.23; V-16.11 to V-16.12).

At 0122:06Z (2022:06L) MP3 informed MCP that he would be taking over Pilot Flying duties (Tab EE-14). MCP assumed Pilot Monitoring within four miles of the next turn-point (Tab EE-14). Eleven seconds later MN pointed out a tower two miles away that is on the far side of the turn-point, a road intersection (Tab EE-15). MCP and MN then viewed and discussed the turn-point through the right side of the window (Tab V-4.15). The mishap C-130 was on a heading of 193 degrees at 211 knots leveling down to 1500' MSL (Tab DD-34; EE-34).

After the mishap C-27 climbed to 1500' MSL, the mishap C-130 and mishap C-27 approached each other at relative bearings of approximately 340 and 160 degrees (DD-45). From 0120:40Z to 0122:40Z, the relative bearing remained nearly constant (Tab DD-45 to DD-48). At approximately 0122:40Z (2022:40L), the aircraft collided midair at N3454'14.47272" W07927'4.67316" (Tab DD-48).

On the mishap C-130, MN saw a brief impression of an aircraft light and airplane portals prior to impact and remarked "I think we hit another aircraft" as soon as the impact occurred (Tabs V-6.14; EE-14). MCP saw a flash of light that seemed to occur simultaneously to the sound of the impact (Tab V-4.15). The mishap C-130 crew felt a yaw to the right accompanied by a slight right roll upon contact (Tab V-5.22; V-4.31; V-6.16; V-9.16; V-7.18; V-10.8).

On the mishap C-27, MIP1 sensed the presence of another aircraft immediately prior to the midair due to a darkening of all ambient light on the right side of the mishap C-27 save for the appearance of a single light reflecting off the bottom of the dark shape (Tab V-17.40 to V-17.41). The mishap C-27 crew did not sense any noticeable pitch, roll, or yaw upon impact, but noticed a momentary vertical acceleration akin to being jerked or driving over a speed bump at a rapid speed (Tabs V-17.30 to V-17.31, V-15.30 to V-15.31, V-16.14 to V-16.15, V-19.11, V-18.8).

Flying at 1500' MSL, the right wing tip of the mishap C-27 grazed the right underside of the C-130 at the nose gear door. The mishap C-130 was at 1511' MSL at the time of impact (Tab EE-34). The right wing tip of the mishap C-27 damaged the mishap's C-130's gear door, followed a path that tore the mishap's C-130 flare dispenser hood from its fuselage, and then proceeded beneath the C-130's right wing (Tabs S-4 to S-6; S-9; Figures 1; 2).

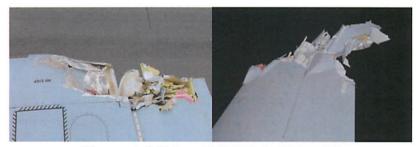


Figure 1. Mishap C-27 Right Wing Tip



Figure 2. Mishap C-130 Gear Door and Flare Dispenser Hood

The mishap C-27's vertical stabilizer crossed immediately in front of the nose of the C-130 and proceeded between the prop arcs of the C-130's number 3 and 4 engines (Tabs S-3; S-8). The mishap's C-27 vertical stabilizer then came into contact with the front of the C-130's right external fuel tank and continued on a path impacting midway down the inboard side of the number 4 engine and leading edge of the right wing in the vicinity of the engine mount (Tabs S-2 to S-3; S-6 to S-8). The mishap C-130 sustained damage to the leading edge of the right wing and number 4 engine (Tab S-3). The C-27 sustained significant damage to the top third of the vertical stabilizer and rudder (Tab S-8).



Figure 3. Mishap C-27 Vertical Stabilizer (left); Mishap C-130 Right Wing and Number Four Engine

h. Initial Actions and Recovery.

One second after impact, the propeller rotations per minute on the mishap C-130's number four engine began reducing rapidly (Tab EE-15). MP3 directed an Emergency Shutdown Procedure on engine number four (Tab EE-15). From impact through the recovery, the aircraft experienced constant vibrations that were significantly greater than any turbulence experienced by aircrew members prior to the night of the incident (Tabs V-3.23; V-5.19; V-6.16 to V.6.17; V-7.24; V-8.11; V-10.8 to V-10.9). MCP verified the selection of the number four engine Condition Lever with MFE3, and moved it to the "feather" position to stop the propeller from spinning (Tab V-4.26). The propellers failed to move to the feathered position, but instead continued to rotate, generating significant drag (Tabs EE-17; V-7.13; V-8.12). The mishap C-130 turned 27 degrees right, climbed 519', and lost 49 knots of airspeed over the course of one minute before MP3 began to stabilize control of the aircraft (Tab DD-35).

For the mishap C-27, there were no noticeable changes to aircraft performance, no visible damage detected, and no systems loss following the initial impact (Tabs V-17.32). Nevertheless, the mishap C-27 declared an emergency and performed a full stop landing at Mackall AAF in order to inspect the aircraft for damage (Tab V-17.32 to V-17.34). The emergency landing was accomplished uneventfully on Runway 04 at approximately 0126Z (2026L) (Tabs U-60; V-17.32). The mishap C-27 crew elected to shutdown engines on the landing runway due to the unknown extent of damage sustained (Tab V-17.34).

Shortly after impact, MIP2 contacted Mackall Tower and learned that the mishap C-27 had declared an emergency and would be landing there (V-5.17 to V-5.18). The mishap C-130 crew then made the decision to recover to Pope AAF via the most direct route possible, foregoing a controllability check due to the unknown condition of the aircraft and its ability to remain flyable (Tabs V-3.26; EE-28). MIP2 recommended climbing to 3000' MSL and accelerating to 180 knots (Tab EE-16 to EE-17). MP3 maintained left wing down yoke inputs and significant left rudder inputs to counteract the right roll and yaw induced by the additional drag on the right wing (Tab EE-18). He advanced the throttles to increase power and climb, but only climbed to 2700' MSL (Tab DD-35). MCP notified FAY ATCT/TRACON that the mishap C-130 crew had shut down their number four engine and was possibly involved in a midair collision with another aircraft (Tab EE-19). Upon notification from MIL that the number four propeller was continuing to rotate, MFE3 referenced the Propeller Fails to Feather emergency checklist (Tabs V-7.13; V-7.19 to V-7.20). The propeller still failed to feather, so MCP reset the Fire Handle in accordance with to the checklist in order to continue to restore lubricating fluid to the rotating

propeller; the Fire Handle was reset two minutes after it was initially pulled during the Emergency Shutdown Procedure (Tab EE-25 to EE-27).

MP3 proceeded direct to Pope AAF and chose to land without extending flaps due to the unknown damage to the aircraft (Tabs V-3.26; V-5.19; V-6.17 to V.6.18). The emergency landing was conducted safely at 0143Z (2043L) (Tab DD-31). Once stopped, fuel leaking from the right wing was now visible to the crew and the mishap C-130 crew initiated emergency ground egress procedures (Tab EE-52 to EE-53). Airfield Operations personnel conducted a Foreign Object Debris sweep of the runway and discovered fuel along the length of the runway as well as some pieces of aircraft (Tab N-81).

i. Life Support Equipment.

Not applicable.

j. Emergency Response

In response to the mishap C-27 declaration of emergency, Mackall Tower initiated activation of the primary crash phone at 2025:14L (Tab N-78). The mishap C-130 established radio contact with FAY ATCT/TRACON, informed control that they had shut down their number four engine, then advised control that they were involved in a possible midair (Tab EE-19 to EE-20). The mishap C-130 declared an emergency and was given priority handling and a direct VFR route to Pope AAF (Tab EE-25). FAY ATCT/TRACON relayed the emergency information to the Pope AAF Control Tower, who activated the primary crash phone at 2031L (Tab N-81). Inflight emergency responders were activated and on the scene at Mackall AAF for the mishap C-27 and at Pope AAF for the mishap C-130 (Tab N-75).

k. Recovery of Aircraft Parts.

Recovery efforts were supported by 27 personnel from 440 AW, 43 AG and 2/504 PIR in addition to the maintenance board member (BB-4). Difficulties associated with recovery efforts included terrain and the relative small size of missing aircraft pieces prevented the team from finding any additional aircraft parts (BB-4).

I. Recovery of Remains.

Not applicable.

5. MAINTENANCE

a. Mishap C-130

(1) Forms Documentation

The 440th Aircraft Maintenance Squadron (440 AMXS) and the 2nd Airlift Squadron (2 AS), maintained the aircraft maintenance forms for the mishap C-130. Pursuant to T.O. 00-20-1, all maintenance was documented on Air Force Technical Order (AFTO) 781 forms (Tab BB-18). The data is then entered into an electronic database, the Integrated Maintenance Data System

(IMDS), in accordance with T.O. 00-20-2 (Tabs BB-23; DD-3). IMDS is a core-automated database used for tracking aircraft discrepancies, repair events, and aircraft flight history (Tab BB-23; DD-3). The IMDS history and the 781 forms from July 2014 to December 2014 showed no evidence of mechanical, structural, or electrical failures that could have contributed to the mishap (Tab DD-3).

Time Compliance Technical Orders (TCTOs) provide instructions for modifying military systems within specified time limits or initiate special "one time" inspections to impose temporary restrictions and track support system and equipment configuration on systems or equipment (Tab BB-15). T.O. 00-5-15 prescribes the procedures for the TCTO process (Tab BB-15). No TCTOs restricted the Mishap C-130 from flying and all required TCTOs had been accomplished in accordance with the applicable guidance (Tab DD-3).

(2) Inspections

The C-130H undergoes aerospace vehicle manufacturer inspections in intervals pursuant to T.O. 00-20-1 (Tab BB-18 to BB-20). A review of the historical and active records revealed that the mishap C-130 had its Isochronal Inspections (ISO) completed on 7 March 2014 and its Home Station Checks (HSC) completed on 20 November 2014 (Tab DD-3). The mishap C-130 was due to have Programmed Depot Maintenance completed in November 2016 (Tab DD-3). All major inspections were completed on time and none were due at the time of the incident (Tab V-11.12 to V-11-13). On 13 November 2014, the aircraft weight and balance record was recertified (Tab U-9 to U-10). A Combined Basic Post-Flight/Pre-Flight inspection was accomplished on 25 November 2014 and a Pre-Flight was accomplished on 1 December 2014 at 1700 Zulu Time. (Tab D-4 to D-5).

The Production Superintendent cleared the mishap C-130 for flight and signed the exceptional release prior to flight (Tab D-4). "Exceptional release" is a forms inspection performed by a qualified senior non-commissioned officer or other equivalent personnel to ensure the aircraft is safe for flight. The mishap C-130's inspections were current and did not contribute to the mishap (Tab DD-4).

(3) Maintenance Procedures

A complete review of the maintenance records was conducted for the mishap C-130 from July 2014 through December 2014 which showed all maintenance actions and documentation were accomplished in accordance with standard maintenance practices and applicable T.O.'s (Tab DD-3). This review included each entry entered into IMDS (Tab DD-3). No discrepancies were found (Tab DD-3).

(4) Maintenance Personnel and Supervision

For at least the six months prior to the mishap, 440 AMXS and 2 AS Air Reserve Technicians (ARTs) and Active Duty personnel performed the scheduled and unscheduled maintenance on the mishap C-130 (Tab DD-4). Training records for the personnel involved with maintenance actions on the mishap C-130 demonstrated that maintenance was performed by properly trained and qualified personnel (Tab DD-4).

(5) Fuel Analyses

The 43rd Logistics Readiness Squadron (43 LRS), Pope AAF, North Carolina, sent fuel samples from the truck that refueled the mishap C-130, each of the four mishap C-130 engines, the mishap C-130 external fuel tanks, and the mishap C-130 auxiliary fuel tanks to the Air Force Petroleum Agency (AFPET) at Wright-Patterson AFB, Ohio for analysis. AFPET determined that the fuel samples were within limits and free of contamination (Tabs D-92 to D-100).

(6) Unscheduled Maintenance

Several unscheduled maintenance actions were performed within the previous twelve months prior to the mishap (Tab DD-3). A comprehensive review of the IMDS history and AFTO 781 forms disclosed that all actions were performed in accordance with applicable guidance (Tab DD-3). No unscheduled maintenance action was contributory to the mishap.

b. Mishap C-27

(1) Forms Documentation

The UFC maintained the aircraft maintenance forms for the mishap C-27. Pursuant to Department of the Army Pamphlet (DA PAM) 738-751, maintenance was documented on Department of the Army (DA) forms 2408-12 and 2408-13-1. The United States Army operates the C-27J under the Federal Aviation Administration Service Bulletin program, which provides notices of deficiencies with time to correct. A number of service bulletins were in place for this type and serial number aircraft but no service bulletin addressed an issue that was a factor in the mishap (Tab U-9 to U-10).

A review of the maintenance forms showed two issues with the mishap C-27: a recurring intermittent failure of the TCAS and Identification Friend or Foe (IFF) transponder.

On 30 October 2014, a discrepancy with the TCAS was recorded on the maintenance documentation for the mishap C-27. The discrepancy stated, "Flt 1 TCAS fails intermit. Does reset/fault code 3443013" and annotated with a "circle X" status symbol (Tab D-88). A "circle X" is defined by DA PAM 738-751, Functional User's Manual for the Army Maintenance Management System—Aviation, 28 February 2014, paragraph 1–8a(2), to indicate that "a fault, deficiency, or condition (actual or potential) exists allowing the aircraft to fly under specific restrictions or limitations as specified or directed by higher authority, or as directed locally, until corrected." The example for the definition is provided in paragraph 1–8a(2)(a), which states, "an aircraft with an inoperable landing light would have a status of circled X restricting the aircraft from night flight."

On 3 November 2014, the correcting information for the discrepancy was entered as "CF," meaning that it would be carried forward and reentered on another maintenance form. From 30 October 2014, the mishap C-27 continued to be flown with this discrepancy remaining as an active "circle X" condition in the maintenance documentation until 5 November 2014. During this timeframe, a note was overwritten on the fault information section which added "repeatedly

during each flight" to the TCAS discrepancy (Tab D-61). On the night of 5 November 2014, the maintenance officer instructed that the discrepancy symbol be downgraded to a "diagonal" on the maintenance documentation (Tabs D-55; V-21.7 to V-21.8). DA Pam 738-75, paragraph 1–8a(2), states that a "diagonal" indicates, "a known fault or deficiency exists...[and] that an unsatisfactory condition exists on aircraft, system, or associated equipment that is not urgent or dangerous enough to ground the aircraft or stop the use of the aircraft, system, or associated equipment." The "circle X" was initialed through and signed off in the corrective action block and a new discrepancy placed below it with a "diagonal" status symbol (Tab D-55).

At some point after 5 November, the word "frequently" was overwritten on the maintenance form (Tabs D-55; V-21.6). This was carried forward and rewritten as "TCAS fails intermittently and does reset frequently fault code 3443013" (Tab D-49).

STATUS SYS	DATE 5	2014 NO	TIME 22 2	PID
TCA	fa.	15 100	tecmit	trutly
does	rese	+ tree	Literally	
foult	t con	E 34	43013	
ACFT HRS / 36	2.2	WHEN DISC	HOW REC	MAL EFF
PIN			S/N	

Discrepancy as written on 5 November 2014 Aircraft Inspection and Maintenance Record (Tab D-55).

ACFT HRS / 30	WHEN	DISC	HOW REC	MAL EFF
		2000	11.0.0.0.0.0	ALL DESCRIPTION
FAULT	CODE	344	3013	<i>D T</i>
TCAS	FAILS	1N	TERMI	TENTLY
1111	5 MOULY		9900	
	F - 1811114	NO	2200	pre

Discrepancy as carried forward on 7 November 2014 Aircraft Inspection and Maintenance Record (Tab D-49).

After the discrepancy was entered 7 November 2014, the discrepancy was corrected by maintenance with the explanation that a self-test was run on the processor with no fault and the system "checks good" (Tab D-49). On 13 November 2014, a new entry appeared as a "circle X" stating "TCAS Fail" (Tab D-44). The circle X was crossed out and corrective action was entered as "TCAS Self-Test Checked Good IAW 1C-275-2-10-2" (Tab D-44). The issue reappeared on 14 November 2014 as, "Flt #1 TCAS Fail, Can Reset in Flight" on a diagonal status symbol and the corrective action was "CF" (Tab D-45) On 25 and 26 November 2014, it was again carried forward (Tab D-30, 25). It was reentered for corrective action on the date of the mishap (Tab D-19)

On 12 November 2014, a discrepancy with the IFF transponder was recorded on the maintenance documentation (Tab D-50). The discrepancy stated, XPDR INOP after three resets" and annotated with a "Dash" status symbol (Tab D-50). In the corrective action portion, the notation "symbol entered in error" was written and the status symbol was initialed and signed off by maintenance (Tab D-50). The discrepancy was not reentered prior to the mishap (Tabs D-14 to D-50).

(2) Inspections

From 2013-2014, United States Special Operations Command (USSOCOM) through the divestiture of aircraft from United States Air Force, received seven C-27Js, including the mishap C-27, and placed them into service with the United States Army Special Operations Command for the UFC. The aircraft received an Airworthiness Release on 30 June 2014 (Tab DD-4). The

last daily inspection was completed on 1 December 2014 and the aircraft was released for flight at that time (Tab D-18). All other inspections were complete at the time and no inspections were due at the time the aircraft was released for flight (Tab D-13).

(3) Maintenance Procedures

A complete review of the maintenance records for the mishap C-27 showed all maintenance actions and documentation were accomplished in accordance with standard maintenance practices (Tab DD-3). All aircraft inspections are completed in accordance with manufacturer's technical manuals and the Air Force issued technical orders used by UFC for the C-27J (Tab DD-3). "X" and "circle X" conditions are signed off in the Aircraft Inspection and Maintenance Record with a technical order reference. Diagonal and dash symbol conditions do not require a reference in accordance with DA PAM 738-751.

(4) Maintenance Personnel and Supervision

In addition to UFC active duty personnel, employees of Akima Technical Solutions, LLC performed scheduled and unscheduled maintenance on the mishap C-27 (Tabs V-22.2 to V-22.3). Training records for the personnel involved with the maintenance actions on the mishap C-27 demonstrated that maintenance was performed by properly trained and qualified personnel (Tab DD-4).

(5) Fuel Analyses

The 43 LRS sent fuel samples from the truck that refueled the mishap C-27 and each mishap C-27 fuel tank to AFPET for analysis. AFPET determined that the fuel samples were within limits and free of contamination (Tabs D-92; D-101 to D-102).

(6) Unscheduled Maintenance

Several unscheduled maintenance actions were performed since the Airworthiness Release and documented on the Aircraft Inspection and Maintenance Records (Tabs D-14 to D-89). A review of the forms shows the TCAS system is listed in Table 1-1 of the Combined Minimum Equipment List/Required Equipment List (MEL/REL) as a category B item (Tab U-83). Category B indicates that items shall be repaired within three consecutive calendar days from the time of the initial discrepancy (Tab U-81). On 30 October 2014 there was no maintenance action for eight days after the first maintenance action was taken and the system failed again the aircraft system was intermittent from 14 November 2014 through the day of the mishap flying three additional times during this period (Tab D-88 to D-49). Upon troubleshooting post mishap, maintenance found and replaced a faulty ground in the aircraft avionic rack (Tab U-75 to U-77).

6. AIRFRAME SYSTEMS

a. Mishap C-130 Airframe Structures and Systems

Following the mishap and recovery, the mishap C-130's Digital Flight Data Recorder (DFDR) was removed from the mishap C-130 at Pope AAF and sent to the Air Force Safety Center

(AFSEC) at Kirtland Air Force Base for download and conversion. The DFDR system recorded the last 50 hours of airplane flight performance (Tab DD-4). AFSEC successfully recovered all DFDR data, which showed normal functioning of systems up to the time of the mishap (Tab E-32).

Damage assessments showed the mishap C-130's nose landing gear door, flare dispenser hood, right wing external fuel tank and the number four engine, along with the wing leading edge section where the engine mounts, were significantly damaged on impact (Tab P-3 to P-27). The AIB performed a thorough inspection of the mishap C-130 systems and reviewed the DFDR data. All systems performed normally up to the time of the mishap.

b. Mishap C-130 Evaluation and Analysis

Flight Control System

DFDR data showed that the mishap C-130 flight control system was functioning normally until the point of impact (Tabs EE-32; EE-34). Following impact, the aircraft was substantially damaged on the right wing inboard of the number four engine. MP3 felt vibrations following impact, but the aircraft was able to maintain sufficient aileron and rudder authority to remain airborne until landing (Tab EE-18). The crew performed a "flaps up" landing instead of extending the flaps because they could not verify the condition of the right wing structure (Tab EE-28). Inspection post flight had not revealed anything visibly deficient with the flaps but an operational check was not performed (Tab S-3).

Avionic Systems

DFDR data showed that the mishap C-130's avionic systems were functioning normally throughout the flight. After impact, there were no indications that any of the avionics systems had failed. (Tabs EE-32; EE-34).

Engines

DFDR data showed that the mishap C-130 engines were functioning normally until the point of impact (Tabs EE-32; EE-34). After impact, the number four engine began to shut down (Tab EE-34). As the engine shut down the crew pulled the "T handle" for the number four engine which discontinued the flow of hydraulic fluid, fuel and oil to the engine. After the engine shut down, the number four propeller failed to "feather," meaning the blades did not rotate parallel to the airflow (Tab V-7.13). The crew attempted unsuccessfully reset the fire handle to restore the flow of fluid to the engine since the propeller continued to turn and create drag (Tabs EE-25 to EE-27). The crew landed the aircraft with the number four engine shut down and the propeller not in feather (Tab V-12.4)

Fuel System

DFDR data showed normal fuel flow and fuel quantity information until the point of impact (Tabs EE-32; EE-34). The impact caused a fuel leak but the mishap C-130 aircrew was able to land successfully with fuel continuing to come out of the right wing (Tab V-12.4).

Hydraulic Systems

DFDR data showed normal levels of hydraulic pressure for the mishap C-130 systems. During the cessation and restoration of hydraulic pressure to the number four engine following impact, hydraulic systems continued to operate normally (Tab EE-32).

c. Mishap C-27 Airframe Structures and Systems

Following the mishap and recovery, the mishap C-27's DFDR was removed at Mackall AAF and sent to AFSEC. The mishap C-27's FDAU transmitted to its DFDR until the time of impact (Tab DD-4). AFSEC was able to recover DFDR data prior to the mishap.

The mishap C-27 sustained damage to the vertical stabilizer, rudder, right outboard wing, right aileron, and empennage on impact (Tab S-7 to S-9). The AIB performed a thorough inspection of the all mishap C-27 systems and reviewed the FDR data. All systems are required for aircraft airworthiness performed normally up to the time of the mishap. However, the mishap C-27's IFF transponder and TCAS were not functioning prior to impact (Tab U-13 to U-65).

d. Mishap C-27 Evaluation and Analysis

(1) Flight Control Surfaces

DFDR data shows that the mishap C-27 flight control system was functioning normally until the point of impact (Tab U-13 to U-65). After impact, the aircraft had sustained damage to the right aileron and rudder, but the aircraft flew normally with no abnormal control inputs from the pilot (Tab V-17.31).

(2) Avionic Systems

After the impact, the mishap C-27's DFDR and Cockpit Voice Recorder (CVR) failed to continue recording data (Tab DD-4). After recovery, however, the recorded data showed that the mishap C-27's transponder was inoperative at the time of the incident and its TCAS was intermittent with several failures and resets during flight (Tab U-13 to U-65). The transponder emits a radio signal that is visible to air traffic control and displays aircraft position, heading, airspeed and altitude. This transponder signal, when operating is also visible to other aircraft via their TCAS to assist in traffic avoidance during flight. The TCAS system receives transponder signals from other aircraft and gives the pilot a visual indication of aircraft in the vicinity (Traffic Advisory) and in some cases avoidance instructions (Resolution Advisory) (Tab BB-26).

The mishap C-27's TCAS had been intermittently operational since 30 October 2014 and had multiple failures on the night of the mishap, including just before takeoff at Laurinburg-Maxton airport (Tab U-13 to U-65). A functioning TCAS was not required for this flight without passengers and the mishap C-27 aircrew continued their mission after the reset failed to correct the TCAS problem (Tabs U-83; V-17.42 to V-17.43).

At 2312:01Z, the mishap C-27's transponder failed and did not recover (Tab U-54). The transponder failure occurred while on the ground taxiing the aircraft at Laurinburg-Maxton airport, a designated stop on the mishap C-27 aircrew's flight plan (Tab U-54). The crew was not aware of the fault until 0004:35Z, when a controller at Mackall Tower requested that the mishap C-27 "recycle" its transponder, turning it off and back on in an attempt to restore its operation (Tab N-72).

The TCAS incorporates the use of the transponder system to provide the interrogation transmit and receive response signal interface to the TCAS (Tab BB-26). With the IFF inoperative, the TCAS system would not operate properly (Tab U-54 to U-65). The absence of a functioning IFF transponder on the mishap C-27 prevented the mishap C-130's functioning TCAS from detecting the mishap C-27's presence in the immediate area (Tab V-5.23). The absence of a functioning TCAS due to the IFF failure on the mishap C-27 prevented it from properly detecting the mishap C-130's actively transmitting IFF transponder (Tab V-15.27 to V-15.28).

(3) Engines

DFDR data showed normal engine performance throughout the flight. (Tab U-13 to U-73).

(4) Fuel System

Cockpit data showed normal fuel flow and fuel quantity information throughout the flight. (Tabs V-17.31; U-13 to U-73).

(5) Hydraulic Systems

Cockpit data showed normal levels of hydraulic pressure for the mishap C-27 systems throughout the flight (Tabs V-17.31; U-13 to U-73).

7. WEATHER

a. Forecast Weather

Prior to their missions, Fort Bragg Local Range Forecast (LRF) delivered the weather forecast to both mishap aircrews (Tabs F-2; F-4). At takeoff for both the mishap C-27 and mishap C-130, 2250Z and 2355Z respectively, forecast weather was winds from the southwest at nine knots, visibility of seven statute miles, clear skies with no ceiling, no significant weather hazards, 70% lunar illumination, and an altimeter setting of 30.33 inches of mercury (Tabs F-2; F-4).

b. Observed Weather

Prior to the mishap, the most recent weather observation near the area of the mishap was taken by Mackall AAF at approximately 0200:56Z. The observed weather was winds from the south at one knot, visibility of 10 statute miles, clear skies with no ceiling, no significant weather hazards, and an altimeter setting was 30.33 inches of mercury (Tab F-5). At the time of the mishap, there was a waxing gibbous moon, positioned due south with 70% illumination (Tabs F2; F-4).

c. Space Environment

Not applicable.

d. Operations

Both mishap aircraft were flying VFR for the duration of their missions, to include at the time of the mishap and recovery (Tabs V-4.6; V-15.30; V-17.8; Tab EE-25). Prior to and at the time of the mishap, both mishap aircraft left-seat and right-seat pilots were using NVGs (Tabs V-3.19; V-4.24; V-15.42; V-17.47). No mishap aircrew member identified any weather-related performance issues with the mishap aircraft or aircrew equipment, to include NVGs (Tabs V-6.8; V-7.6; V-10.5; V-19.6 to V-19.7; V-18.5; V-15.45; V-16.21 to V-16.22; V-17.10; V-18.5; V-19.11). There is no indication that weather was a factor in the mishap.

8. CREW QUALIFICATIONS

a. Mishap Pilot 3.

MP3 was a current and qualified C-130H Mission Pilot and had good flying continuity. MP3 averaged three sorties per week in the month prior to the mishap (Tab DD-39). The mishap occurred on MP3's first Flight Lead Upgrade flight. MP3 had a total of 1591.8 flight hours, of which 780.6 was as primary and 526.5 was as secondary (Tab G-65). MP3 had 107.4 flight hours using Night Vision Goggles (Tab G-65). MP3 was graded Q-1 with no downgrades on his most recent Instrument, Qualification, and Mission flight evaluations (Tabs G-186 to G-189).

MP3 30/60/90 Look-back:

	Hours	Sorties	
30 days	19.6	12	
60 days	40.3	31	
90 days	69.7	48	
(Tabs G-78; DD-39)			

b. Mishap Co-Pilot.

MCP was a current and qualified C-130H Flight Pilot and had good flying continuity. MCP averaged six sorties per week in the month prior to the mishap (Tab DD-39). MCP had a total of 539.8 flight hours, of which 296.1 was as primary and 178.2 was as secondary (Tab G-80). MCP had 67.6 flight hours using NVGs (Tab G-80). MCP was graded Q-1 with no downgrades and two Commendable graded areas on his most recent Instrument, Qualification, and Mission flight evaluations (Tabb G-191 to G-194).

MCP 30/60/90 Look-back:

	Hours	Sorties
30 days	47.9	24

60 days	93.9	51
90 days	150.1	88
(Tabs G-95; DD-39)		

c. Mishap Instructor Pilot 2.

MIP2 was a Command Pilot, current and qualified C-130H Evaluator Pilot, and had mediocre flying continuity. MIP2 averaged less than one sortie per week in the month prior to the mishap (Tab DD-39). MIP2 had a total of 1121.7 C-130H flight hours, of which 391.9 was as primary and 289.2 was as secondary (Tab G-97). MIP2 had 283.8 C-130H instructor flight hours (Tab G-97). MIP2 had 185.0 flight hours using NVGs (Tab G-98). MIP2 was graded Q-1 with no downgrades on his most recent Instrument, Qualification, and Mission flight evaluation (Tab G-196 to G-197).

MIP2 30/60/90 Look-back:

	Hours	Sorties
30 days	2.8	1
60 days	27.9	21
90 days	35.9	30
(Tabs G-109; DD-39)		

d. Mishap Navigator.

MN was a Master Navigator, current and qualified C-130H Evaluator Navigator, and had mediocre flying continuity. The MN averaged one sortie per week in the month prior to the mishap (Tab DD-39). MN had a total of 2852.8 flight hours, of which 2045.7 was as primary and 10.8 was as secondary (Tab G-112). MN had 186.3 flight hours using NVGs (Tab G-112). MN was graded Q-1 with no downgrades on his most recent Qualification and Mission flight evaluation (Tab G-199 to G-200).

MN 30/60/90 Look-back:

	Hours	Sorties
30 days	12.3	4
60 days	20.1	10
90 days	22.1	13
(Tabs G-121; DD-39)		

e. Mishap Flight Engineer 3.

MFE3 was a current and qualified C-130H Mission Flight Engineer and had mediocre flying continuity. MFE3 averaged one sortie per week in the month prior to the mishap (Tab DD-39). MFE3 had a total of 760.1 flight hours, of which 747.7 was as primary (Tab G-123). MFE3 had 142.9 flight hours using NVGs (Tab G-123). MFE3 was graded Q-1 with one downgrade on her most recent Qualification and Mission flight evaluation (Tab G-202 to G-203).

MFE3 30/60/90 Look-back:

	Hours	Sorties	
30 days	7	4	
60 days	28.1	15	
90 days	35	20	
(Tabs G-131; DD-39)			

f. Mishap Instructor Loadmaster.

MIL was a current and qualified C-130H Instructor Loadmaster and had good flying continuity. MIL averaged two sorties per week in the month prior to the mishap (Tab DD-39). MIL had a total of 1721.9 flight hours, of which 1633.3 was as primary (Tab G-133). The MIL had 70.7 instructor flight hours (Tab G-133). MIL was graded Q-1 with no downgrades and two Commendable graded areas on his most recent Qualification and Mission flight evaluations (Tab G-205 to G-206).

MIL 30/60/90 Look-back:

	Hours	Sorties	
30 days	22	16	
60 days	62.5	45	
90 days	92.1	80	
(Tabs G-143; DD-39)			

g. Mishap Loadmaster 1.

ML1 was a Senior Airman Aircrew member and qualified C-130H2 Evaluator Loadmaster, but was non-current for Proficiency Sortie (Tab G-150). ML1 averaged less than one sortie per week in the month prior to the mishap (Tab DD-39). ML1 had a total of 2379.0 flight hours of which 1944.4 was primary and 10.7 was secondary (Tab G-145). ML1 was graded Q-1 with no downgrades on his most recent Qualification and Mission flight evaluation (Tab G-208 to G-209).

ML1 30/60/90 Look-back:

	Hours	Sorties
30 days	0	0
60 days	0	0
90 days	2	1
(Tabs G-153; DD-39)		

h. Mishap Loadmaster 2.

ML2 was a current and qualified C-130H2 Mission Loadmaster and had good flying continuity. ML2 averaged two sorties per week in the month prior to the mishap (Tab DD-39). ML2 had a total of 147.7 flight hours of which 147.5 was primary (Tab G-155). ML2 was graded Q-1 with no downgrades on his most recent Qualification and Mission flight evaluation (Tab G-211 to G-212).

ML2 30/60/90 Look-back:

	Hours	Sorties
30 days	19.5	11
60 days	42.5	32
90 days	70.2	58
(Tabs G-163; DD-39)		

i. Mishap Instructor Pilot 1.

MIP1 was a current and qualified C-27J Evaluator Pilot and had good flying continuity. MIP1 averaged four sorties per week in the month prior to the mishap (Tab G-6). MIP1 had a total of 11994.0 flight hours, of which 138.3 was in the C-27J (Tabs G-6; G-11). MIP1 had 632.3 flight hours using NVGs (Tab G-7 to G-11).

MIP1 30/60/90 Look-back:

C-27J, only	Hours	Sorties
30 days	24.5	16
60 days	46.2	31
90 days	66.3	50
(Tab G-5 to G-6)		

j. Mishap Pilot 1.

MP1 was a current and qualified C-27J Instructor Pilot and had mediocre flying continuity. MP1 averaged less than one sortie per week in the month prior to the mishap (Tab G-32). MP1 had a total of 5037.5 flight hours, of which 424.9 was in the C-27J (Tab G-34). MP1 had 95.8 flight hours using Night Vision Goggles (Tab G-33 to G-34).

MP1 30/60/90 Look-back:

	Hours	Sorties
30 days	4.6	3
60 days	4.6	3
90 days	29.5	16
(Tab G-32)		

k. Mishap Pilot 2.

MP2 was a current and qualified C-27J Pilot and had good flying continuity. MP2 averaged three sorties per week in the month prior to the mishap (Tab G-39). MP2 had a total of 11704.1 flight hours, of which 89.1 was in the C-27J (Tabs G-39; G-45). MP2 had 446.4 flight hours using Night Vision Goggles (Tab G-42 to G-44).

MP2 30/60/90 Look-back:

	Hours	Sorties
30 days	11.4	11
60 days	32.5	23
90 days	50	35
(Tab G-38 to G-39)		

1. Mishap Flight Engineer 1.

MFE1 was a current and qualified C-27J Flight Engineer. MFE1 had a total of 5,196 flight hours, of which 347 was in the C-27J (Tab DD-9). MFE1 had 648 flight hours using Night Vision Goggles (Tab DD-9).

m. Mishap Flight Engineer 2.

MFE2 was a current and qualified C-27J Flight Engineer. MFE2 had a total of 2,686 flight hours, of which 136 was in the C-27J (Tab DD-9). MFE2 had 1,642 flight hours using Night Vision Goggles (Tab DD-9).

9. MEDICAL

a. Qualifications.

At the time of the mishap, the mishap C-130 and mishap C-27 aircrews had current Preventive Health Assessments (PHAs) and were medically qualified for flight duty without restrictions (Tab DD-6). Physical and medical qualifications were not factors in the mishap.

b. Health and Lifestyle.

The AIB aerospace physiologist and human factors expert reviewed their 72-hour/14-day histories. Records show and testimonies confirmed that all members were in good health, revealed no lifestyle factors, including unusual habits, behavior, stress that contributed to the mishap and had no recent performance limiting illnesses prior to the mishap (Tab DD-6 to DD-7).

c. Toxicology

Immediately following the mishap, all members of the mishap C-130 and mishap C-27 aircrew submitted to toxicology testing. Blood and urine samples were submitted to the Armed Forces

Institute of Pathology (AFIP) for toxicological analysis. This testing included carbon monoxide and ethanol levels in the blood and drug testing of the urine. The AIB's flight medicine FAE reviewed the results of the tests for all members and found no elevated carbon monoxide levels, no ethanol, and no evidence of use of amphetamines, barbiturates, benzodiazepines, cannabinoids, cocaine, opiates, or phencyclidine for any member (Tab DD-7).

d. Pathology.

Not applicable.

e. Crew Rest and Crew Duty Time.

Air Force Instruction AFI 11-202, Volume 3, *General Flight Rules*, 7 November 2014, paragraph 2.1, requires pilots to have proper "crew rest," defined as a minimum 12-hour non-duty period, before the designated flight duty period (FDP) begins. During this time, an aircrew member may participate in meals, transportation or rest as long as he or she has the opportunity for at least eight hours of uninterrupted sleep. A review of the 72 hour/14-day histories and pre-flight documentation corroborated the testimony of the mishap aircrews that no one suffered from stress, pressure, fatigue or lack of rest prior to the mishap sortie (Tabs K-10 to K-11; V-3.66 to V-3.76; V-4.47 to V-4.57; V-5.44 to V-5.54; V-6.33 to V.6.43; V-7.33 to V-7.43; V-9.26; V-15.53 to V-15.63; V-16.20; V-17.54 to V-17.64).

10. OPERATIONS AND SUPERVISION

a. Operations

At the time of the mishap, the 95th and 2nd Airlift Squadrons had a reduced operations tempo, this sortie being the first flown by all of the mishap C-130 crewmembers after a long Thanksgiving weekend. This mission was not flown in preparation for impending deployment or other taskings.

Pope AAF is an installation with a long history and seemingly continuous transition. Beginning in 2005, pursuant to the Base Realignment and Closure Act, the 43rd Airlift Wing (43 AW) inactivated, the 43rd Operations Group was re-designated the 43 AG, the 43 AW's C-130Es moved to Little Rock AFB, Arkansas and the 440 AW, with its C-130Hs, moved from General Mitchell Air Reserve Station, Milwaukee, Wisconsin to Pope AFB, making the 440 AW the first active associate unit in the Air Force (Tab CC-35). Then, on 28 February 2011, Pope Air Force Base (AFB) was transferred to Fort Bragg, becoming Pope AAF (Tab CC-35 to CC-36). As of late, reports had circulated in the Fayetteville area that the Air Force was considering the Wing's inactivation which raised uncertainly among some aircrew (Tabs V-5.4; V-4.8). Pope AAF continues to evolve as recent release of the FY15 NDAA has confirmed those reports.

At the time of the mishap, the UFC has also experienced a reduced operations tempo following the Thanksgiving weekend. In addition to the extended weekend, C-27 operations had been reduced due to aircraft availability but not to the point of being detrimental to aircrew currency or proficiency. UFC operations are limited to training. Therefore, this mission was not flown in preparation for impending deployments or other taskings.

b. Supervision

The 440 AW is not an exceptionally large organization, rather it is a close-knit unit and leadership permeates throughout. Squadron supervision of this mission was adequate. All required approval forms were reviewed and signed prior to the mission (Tabs K-2; K-5; K-13). All mission objectives and the mission profile were planned and briefed using approved materials in accordance with applicable regulations (Tab V-3.38 to V-3.42). MP3 planned the mission in accordance with squadron standards (Tab V-3.38 to V-3.40). MP3 accomplished oversight of Operational Risk Management (ORM) via a locally-derived 440th Operations Group ORM worksheet, which was filled out and signed primarily by MP3 after individual crew members inputted their personal factor scores (Tab K-10). The Air Force ORM program is a logic based, common sense approach to making calculated decisions on human, material, and environmental factors before, during and after all operations. As defined by Air Force Pamphlet (AFPAM) 90-803, Risk Management (RM) Guidelines and Tools, 11 February 2013 paragraph 1.1, risk management is a decision-making process to systematically identify risks and benefits and determine the best course of action for any given situation. MP3's risk assessment for the mission was "Low Risk" with a total score of 37 (Tab K-10). According to the worksheet, a total score of 0-39 was "Green," meaning the risk acceptance remained at the Aircraft Commander level (Tab K-10).

UFC supervision of this mission was adequate. All required approval forms were reviewed and signed prior to the mission (Tabs K-4; K-6; K-15). All mission objectives and the mission profile were planned and briefed using approved materials in accordance with applicable regulations (Tabs V-15.6 to V-15.8; V-16.3 to V-16.6). MIP1, MP1 and MP2 planned the mission in accordance with squadron standards (Tabs V-15.6 to V-15.10; V-16.3 to V-16.6). MIP1 accomplished the ORM via a locally-derived UFC ORM worksheet, which was filled out primarily by MIP1 as a part of the standard crew briefing. MIP1 assessed and scored the risk "Low" with a total score of 20 (Tab K-11). According to the worksheet, a total score of 0-30 was "Low," meaning the UFC Pilot is the mission approving authority (Tab K-11).

11. HUMAN FACTORS

a. Overview

As explained in AFI 91-204, *Safety Investigations and Reports*, 12 February 2014, Attachment 6, paragraph A6.1 to A6.3, human factors is the inter-relationship between the human, machine (e.g., aircraft, flight control systems, NVGs, etc.) and the environment as well as how tools, tasks, and the working environment affect human performance and safety in the flying environment. AFI 91-204, Attachment 6, provides the Department of Defense's Human Factors Analysis and Classification System (HFACS) taxonomy as a means to investigate the C-130 and C-27 aircrews' performance and ascertain which factors were causal or contributed to the mishap. The HFACS taxonomy identifies acts, preconditions, supervision and organizational categories and includes a separate analysis of each type of factor. According to the HFACS, acts are, "those factors that are most closely tied to the mishap and are active failures or actions committed by aircrew that result in human error or an unsafe situation." Preconditions are environmental or personnel factors affecting procedures, conditions or actions which result in

human error or an unsafe situation. Organizational or supervisory factors are typically pressures or standards of professionalism that "lead to either elevated levels of risk-assumption or complacency." Based on CVR recordings, witness testimony, radar logs, and mission documentation, a comprehensive analysis of all human factors were performed.

b. Causal Factor:

Breakdown In Visual Scan – (MIP1, MP1, MP3, MCP)

<u>HFACS Definition</u>: A breakdown in visual scan is a factor when the crew member fails to effectively execute learned and highly-practiced internal or external visual scan patterns leading to a reduced ability to recognize unsafe situations.

<u>HFACS Contributing Factors</u>: Visual Restriction

Instrument Sensory Feedback System

Vision Restricted by Meteorological Conditions

Distraction

Channelized Attention

Analysis:

Over 80% of a pilot's perception and decision making comes from what he or she sees (Tab DD-16). As a result, the visual system is one of the most important senses used to safely operate an aircraft. The visual system works like a transducer – it changes visible energy (light) into electrical energy (Tab DD-16 to DD-17). The eye, in essence, captures information (i.e., image) and the brain decodes or processes it. If the eye doesn't capture critical visual information (e.g., not scanning, blind spots, night time), then the brain cannot effectively assess and direct action (e.g., see and avoid) (Tab DD-16 to DD-17).

Scanning is not just a task, but an art that must be consistent and deliberate. There is no infallible scan and pilots must develop a scan that works for them in various phases of flight and meteorological conditions. Pilots are trained on the differences between looking (or glancing) and seeing. Visual scanning is a requirement and one of the basic fundamentals of piloting (Tab BB-6). As stated in AFI 11-202, Volume (Vol) 3, General Flight Rules, 7 November 2014, paragraph 3.18, Vigilance must be maintained and is the primary means used by each person operating an aircraft to see and avoid other aircraft regardless of whether an operation is conducted under instrument or visual flight rules. Scanning is not just a task, but an art that must be consistent and deliberate. There is no infallible scan. Pilots must develop a scan that works for them in various phases of flight and environmental conditions. Seeing takes conscious processing and the time it takes to "see" varies due to physiological limitations of the eye. For example, a pilot can see more during the day and also has better visual acuity. Seeing at night has the opposite effect, so pilots must increase their scan as regardless of the type of NVG utilized. The field of view NVGs are able to provide is less than the naked eye, particularly reducing peripheral vision (AFMAN 11-217, Vol 3, paragraph 12.8.1). Additionally, optical flow is the angular rate and direction of movement of objects as a result of aircraft velocity measured relative to the aviator's eye point. This provides a pilot's visual system the information necessary to interpret speed and direction of motion. If there is no relative motion,

there is no optical flow. We use central vision to obtain optical flow information and since visual acuity is degraded with NVGs, the optical flow cues will be degraded when compared to daytime cues (AFMAN 11-217, Vol 3, paragraph 12.9.2.2).

This mishap occurred at night and the mishap pilots in both aircraft were wearing NVGs. NVGs work much like eyes in that they capture energy and produce an image. NVGs, however, are designed to capture not only visible energy (light), but also infrared energy. NVGs absorb these two energy sources and produce an image (Figure 4) on a small screen that rests approximately 1-inch from the pilot's eyes when helmet-mounted (Figure 5). The use of NVGs allows aircrews to see objects at night that could not be seen during unaided operations. However, pilots must use focal vision to interpret the NVG image. Since interpretation of focal vision is a conscious process, more time and effort is required to maintain spatial orientation during NVG operations than during daytime operations. Additionally, due to the goggles reduced field of view (FOV) and the lack of visual cues in the periphery, more reliance is placed on focal vision. This reliance on focal vision can increase the aviator's workload and susceptibility to spatial disorientation (AFMAN 11-217, Vol 3, paragraph 12.3).

All aircraft are equipped with external lighting sources to improve their ability to be seen. Both mishap aircraft displayed overt external lightning to include steady position lights and navigation lights as well as white anti-collision strobe lights. This visible energy would be easily acquired by the pilots wearing NVGs, but "halos" surrounding external lights from aircraft may change in appearance (AFMAN 11-217, Vol 3, paragraph 12.13.2.1; Tab DD-21 to DD-22).





Figure 4.

Figure 5.

The mishap C-130 co-pilot, MCP, flew the visual CDS airdrop at Luzon DZ and the escape (Tab EE-3 to E-14). After the completion of the airdrop checklist, approximately 6 miles from the DZ, MP3 assumed aircraft control worked to level at escape altitude of 1,500' MSL (Tabs V-3.12; DD-35; EE-14). MP3 was actively scanning outside but was also focused on establishing the aircraft on course and altitude (Tab V-3.21 to V-3.22). Concurrently, MN was actively looking for the next turn point and talking MP3 on to the point (Tab V-6.13). MCP testified his attention was to the right because he was clearing in the direction of the impending turn (Tab V-4.15), placing the mishap C-27 in his peripheral view. These actions channelized MP3 and distracted MCP, resulting in a break down in their visual scans.

The mishap C-27 pilot flying, MIP1, took off from Laurinburg-Maxton Airport, turned left, leveled at 1,500' MSL and engaged the autopilot en route to a simulated airdrop northwest of Mackall AAF (Tab V-17.21). MIP1 was flying in the left seat and asked MP1 to load a tactical plot in the flight mission computer for display on the PFD and to report on frequency with the Mackall Tower controller (Tab N-69). Although these tasks were appropriate pilot monitoring duties, they distracted MP1, taking attention away from scanning the right side of the aircraft (Tab V-15.46). MIP1 was actively scanning outside, but his field of view was significantly restricted due to the limited field of view on NVGs and cockpit obscurants (Tab V-17.38 to V-17.39).

Both aircraft had additional aircrew on board who normally would assist in scanning, but they were each performing other duties in the moments prior to impact. On the mishap C-27, MP2 was adjusting the fuel balance on the overhead panel (Tabs V-17.23; V-16.11 to V-16.12; V-16.21). On the mishap C-130, MIP2 was about to sit down on the cockpit bunk to take debrief notes on MP2's flight lead upgrade performance while MN was reviewing navigational maps and assisting MP3 in identifying the next turn point (Tabs V-5.17; V-6.13). MN was periodically scanning to the left and was the only crew member who actually saw the mishap C-27 before impact (Tab V-6.14). MFE3's focus was "inside" the cockpit computing takeoff and landing data (Tab V-7.14).

c. Contributory Factors

(1) Visibility Restrictions – (MIP1, MP1, MP3, MCP)

<u>HFACS Definition</u>: Visibility Restrictions are a factor when the lighting system, windshield/windscreen/canopy design, or other obstructions prevent adequate visibility and create an unsafe situation. It includes obscurants, such as glare or reflections on the canopy/windscreen/windshield.

<u>HFACS Contributing Factors</u>: Instrument Sensory Feedback System

Analysis:

Limited visibility at night and obscurants inside the cockpit reduce the ability of the pilots to acquire targets, requiring pilots to exercise a more deliberate scan to mitigate the risk (Tab V-6.4). The mishap pilots were aware of these challenges (Tabs G-7 to G-11; G-33 to G-34; G-42 to G-44; DD-39).

The C-130H and C-27J windshields were designed with segmented sections separated by window posts (Figures 6; 7; 8; 9). This design increases strength during pressurized flight, increases resilience to bird strikes and reduces maintenance costs. Although justified, this common large aircraft design impedes pilots' ability to conduct an uninterrupted visual scan. The Aeronautical Information Manual, paragraph 8-1-8.j, directs pilots to "move their heads to see around blind spots caused by fixed aircraft structures" or even maneuver the aircraft to facilitate their scans (Tab DD-13).

The Plan Position Indicator (PPI) is a scope that displays aircraft position relative to other aircraft in a station keeping equipment formation (Figure 6). The particular scope on the mishap C-130 can also display the programmed flight route, weather radar, and TCAS targets (Tabs V-3.45; V-4.28 to V-4.29). The location of this piece of equipment, when installed, impedes both pilots' ability to conduct an effective cross-cockpit scan as it is affixed in the middle of the center windshield section (Figure 11). Its position severely limits the cross-cockpit scan of each pilot.

At the time of the midair, MIP1 was flying and conducting scanning duties in the C-27J (V-15.26 to V-15.27). However, his view out the right side of the aircraft was significantly obscured by large window posts and the helmeted MP1 (Figures 8 and 9). MP1's attention was distracted as he was looking down and to the left at the center pedestal performing support pilot duties (Tab V-15.25 to V-15.27). Had he been scanning outside, his view from the right seat would have been impeded by some of the same aircraft structure (Figure 10).

MP3 and MCP had been scanning, but their views were obscured by window posts on the C-130H (Figures 6; 10; 11). Additionally, at the time of impact, MP3 was channelized on maintaining aircraft control prior to the next turn point (Tab EE-34). The MCP was distracted with turn point identification and scanning to the right to clear for the upcoming turn (Tab V-4.15).



Figure 6. C-130H Canopy



Figure 7. C-27J Canopy



Figure 8. C-27J Left Seat Pilot Right Side View

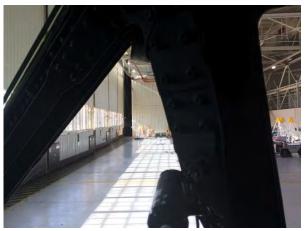


Figure 9. C-27J Right Seat Pilot Right Side View



Figure 10. C-130H Left Seat Pilot Left Side View



Figure 11. Right Seat Pilot C-130H Left Side View

(2) Instrumentation and Sensory Feedback Systems – (MIP1, MP1, MP3, MCP)

<u>HFACS Definition:</u> Instrumentation and sensory feedback systems are a factor when system (NVGs, TCAS, etc.) design, reliability, lighting, location, symbology or size are inadequate and create an unsafe situation.

<u>HFACS Contributing Factors</u>: Visibility Restrictions

Vision Restricted by Meteorological Conditions

NVG Analysis:

Night flying is challenging as objects are more difficult to see, therefore less information is transmitted to the brain for processing (Tab DD-47 to DD-48). To enhance night visibility capabilities and safety, the military integrates various night vision systems and devices into its flight operations. Night vision goggles are one such device that enhances a pilot's ability to see, perceive and react, thereby improving see and avoid, threat detection, and maneuvering response

times (Tab DD-24 to DD-25). The majority of energy at night is infrared. NVGs take ambient light and near-infrared energy, intensify it and display it on a screen that rests approximately 1-inch from the pilot's eyes when helmet-mounted (Figure 5). NVG performance is based on the amount of ambient and infrared energy captured and the scanning technique employed to maximize their effectiveness

Per AFI 11-2C-130, Volume 1, Aircrew Training, 21 August 2012, paragraph 5.8, C-130 aircrew members are instructed and trained in NVG function and operation and undergo a training program to ensure they understand the capabilities and limitations of NVGs. The mishap C-27 aircrew members also underwent instruction and training to ensure they understand the capabilities and limitations of NVGs (Tabs G-7 to G-11; G-33 to G-34; G-42 to G-44). MIP1, MP3 and MCP completed required NVG pre-flight procedures and verified they were functioning properly (Tabs V-3.6; V-4.9; V-15.17 to V-15.18; V-17.14 to V-17.16).

NVG resolution, the capability to present an image that makes clear and distinguishable the separate components of a scene and object, is directly related to the available light. Current NVGs typically have a resolution of between 20/25 and 20/40 when optimally adjusted (Tab DD-26 to DD-28). Due to degraded environmental light, NVG resolution can decrease to 20/200 or worse (Tab DD-26 to DD-28). To put this into perspective, 20/200 vision is 200% worse and is considered legally blind by the Social Security Administration. The weather forecast for 1 December 2014 showed the moon's position and illumination was high (70%), allowing maximum NVG performance (Tabs F-2; F-4), which was verified by MIP1, MP1 and MCP (Tabs V-4.16 to V-4.17; V-15.44 to V-15.45; V-17.10). It was a "good night" for NVGs (Tabs V-4.30; V-17.10; V-19.6).

The use of NVGs allows aircrews to see objects at night that could not be seen during unaided operations. However, pilots must use focal vision to interpret the NVG image. Since interpretation of focal vision is a conscious process, more time and effort is required to maintain spatial orientation during NVG operations than during daytime operations. Additionally, due to the NVG's reduced field of view (FOV) and the lack of visual cues in the periphery, more reliance is placed on focal vision. This reliance on focal vision can increase the aviator's workload and susceptibility to spatial disorientation (AFMAN 11-217, Vol 3, paragraph 12.3) The NVG's field of view is determined by design and correct pre-flight; it varies between 30 to 40 degrees (Tab DD-28 to DD-29). Regardless of the field of view, it is considerably less than the normal visual field of approximately 200 degrees horizontally and 120 degrees vertically (Figure 12; Tab DD-28 to DD-29). With this limited field of view, pilots must actively and deliberately "scan" the scene outside the aircraft in order to achieve an adequate field of regard.

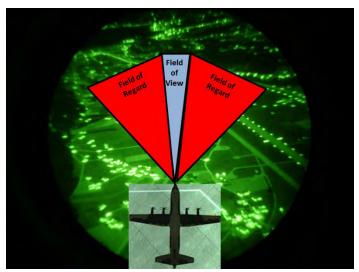


Figure 12.

The military flies with various types of NVGs. Some have enhanced design specifications and, therefore, better image quality than others. The C-130H and C-27J pilots were wearing F4949G and AN/AVS-6 goggles, respectfully (Tabs V-15.19; V-16.12). Both models functions the same but with one noticeable difference: the F4949G used by the C-130H aircrew has an enhanced image intensification tube that improves image quality (Tab V-15.19). However, considering both goggles have the same 40 degree field of view and the favorable environmental conditions (e.g., high illumination, contrast) on the night of the mishap, the type of NVGs worn by the C-27J pilots was not a factor in this mishap (Figure 12).

TCAS Analysis:

As explained in AFMAN 11-217, Volume 3, Supplemental Flight Information, 23 February 2009, Chapter 6, many civilian and military aircraft are equipped with TCAS to improve the traffic awareness of aircrews and provide de-confliction guidance to avoid aircraft on collision courses. Not all aircraft have TCAS installed and depending on their missions and operating areas, they may not require its operability if installed. As with any system, TCAS does have limitations. TCAS does not reference ground-based systems, but relies on onboard systems to operate. An operable TCAS will "communicate" with transponder-equipped aircraft to provide position data relative to other aircraft; it can also provide Traffic Advisories (TA) and Resolution Advisories (RA) (commands to avoid traffic) based on the proximity of other aircraft. The TCAS will coordinate the RAs if TCAS systems are installed on both conflict aircraft. TCAS is not radar, but a system utilizing radio signals; therefore, TCAS will neither track nor display nontransponder equipped aircraft or aircraft with an inoperable transponder. TCAS does not alter or diminish the pilot's basic authority and responsibility to ensure safe flight. Since TCAS does not track aircraft that are not transponder equipped or whose transponder is inoperative, TCAS alone does not ensure safe separation in every case (AFMAN 11-217, Vol 3, paragraph 6.12). It is particularly important that pilots maintain situational awareness and continue to use good operating practices and judgment when using TCAS and following RAs. Maintain a frequent outside visual scan and continue to communicate with ATC. This limitation is particularly important for pilots to remember in order to ensure they continue to use good visual scanning practices and judgment to maintain situational awareness.

The C-130H had operable TCAS and transponder, but the mishap C-27 had a history of intermittent TCAS malfunctions and there was an open entry in the aircraft forms for an intermittent TCAS on the night of the incident (Tabs D-19; D-25; D-30; D-44; D-49; D-55; D-88). Multiple aircrews had dealt with repeated ACAWS alerts associated with the TCAS which were able to be "reset" in flight by the crew (Tabs D-44; D-45; D-55; D-88). Additionally, and unknown to the crew, radar data indicates a transponder failure at some point in the flight profile while either airborne below radar coverage or on the ground at Laurinburg-Maxton Airport (Tab EE-41).

The MIP1, MP1 and MP2 are experienced aviators and are qualified in multiple aircraft types (Tabs G-5; G-6; G-32). Both pilots stated they weren't relying on the TCAS for alerts as not all of the aircraft they have flown have TCAS installed and their aviation experience had taught them the importance of outside vigilance and scanning (Tabs V-15.48; V-16.23; V-17.5).

TCAS significantly enhances aircrew situational awareness and safety and should be used to assist in visual acquisition of traffic. There are, however, systems limitations that reinforce the importance of maintaining an effective scan (AFMAN 11-217, Vol 3, paragraph 6.4.2). Although MIP1, MP2, MP3 and MCP stated that scanning was the primary means of seeing and avoiding other aircraft (Tabs V-3.20; V-3.35; V-5.38 to V-5.39; V-4.6; V-15.41; V-16.23; V-17.5), to varying degrees the deliberateness of the mishap pilot's scan relaxed as they trusted other systems to alert them when a greater need to clear their flight path existed. They didn't expect to see traffic, didn't see traffic, and that perception was reinforced by the lack of a TCAS traffic advisory (Tabs V-3.62; V-4.14; V-4.28; V-5.12; V-5.39; V-6.27; V-15.27; V-17.48).

(3) Vision Restricted by Meteorological Conditions – (MIP1, MP1, MP3, MCP)

<u>HFACS Definition:</u> Vision restricted by meteorological conditions is a factor when weather, haze, or darkness restricts the vision of an individual to a point where normal duties are affected.

<u>HFACS Contributing Factors</u>: Instrumentation and Sensory Feedback Systems

Analysis:

Humans are primarily daylight creatures, but have the unique ability to adapt and operate in low-light environments (Tab DD-20 to DD-21). However, this adaptability has limitations. Eyes require some light to see and visual acuity can dramatically change depending on the brightness of light sources. During low-light environments, it is more difficult to see and perceive an object and therefore takes more time for the eyes to focus and subsequently conduct outside scanning and cockpit tasks (Tab DD-20 to DD-21).

Although the mishap pilots stated they maintained consistent outside scanning, as discussed earlier, conducting an effective NVG scan takes much longer when compared to the human eye under daylight conditions. Vision is limited while utilizing NVGs—detection ranges decrease and recognition of objects, terrain and targets can be severely limited (AFMAN 11-217, Vol 3,

paragraph 12.7.3). Due to the NVG's reduced field of view and the lack of visual cues in the periphery, more reliance is placed on focal vision which can increase the aviator's workload (AFMAN 11-217, Vol 3, paragraph 12.3). Pilots must slow their outside scan, allowing their eyes increased time to focus. Likewise, completing instrument crosschecks and adjusting aircraft systems by looking underneath the goggles takes additional time to complete.

MIP1 and MP3 stated they were conducting vigilant scans before the mishap, but the effectiveness of their scans was degraded due to the low light environment. MP1 and MCP were periodically scanning as well but were primarily conducting cockpit duties (Tabs N-69; V-4.15; V-15.26 to V-15.27; V-16.21). These tasks take little time to complete during the day, but take longer with reduced lighting.

(4) Distraction – (MP1, MP3, MCP)

<u>HFACS Definition:</u> Distraction is a factor when an individual has an interruption of attention and/or inappropriate redirection of attention by an environmental cue or mental process, causing degraded performance.

<u>HFACS Contributing Factors</u>: Vision Restricted by Meteorological Conditions

Analysis:

Humans are easily distracted and must constantly prioritize the continuous flow of internal and external information received from their senses (e.g., sight, sound). Distractions may be caused by legitimate tasks or thought processes, but they can cause misprioritization and channelized attention if not managed appropriately. Due to the inherent risks, it is even more important for pilots to minimize distractions during critical phases of flight.

MIP1 conducted the takeoff from Laurinburg-Maxton Airport and leveled the mishap C-27 at 1500' MSL heading northwest (Tab N-67 to N-68). MIP1 asked MP1 to load a tactical plot in the flight mission computer for display on the PFD and to report on frequency with the Mackall Tower controller (N-69). Although these were necessary co-pilot duties, they diverted MP1's attention inside the cockpit (Tab V-15.26 to V-15.27). The night environment prolonged the time required to perform the tasks, delaying his scan on the right side where the midair occurred (Tab V-15.26 to V-15.27).

Within the mishap C-130, MN was actively looking for the next turn point and navigating MP3 and MCP to the ground reference point (Tab V-6.13). MCP testified his attention was to the right in order to clear for the impending right hand turn (Tab V-4.15). These actions distracted MP3 and MCP resulting in a break down in their visual scan in the direction from which the C-27J approached.

(5) Channelized Attention – (MP3)

<u>HFACS Definition:</u> Channelized attention is a factor when an aircrew member focuses their conscious attention on a limited number of environmental cues to the exclusion of others of a subjectively equal or higher or more immediate priority, leading to an unsafe situation. It may be

described as a narrow focus of attention that leads to the exclusion of necessary situational information

<u>HFACS Contributing Factors</u>: Distraction

Instrumentation and Sensory Feedback Systems

Analysis:

MCP exchanged control of the aircraft to MP3 shortly after the mishap C-130 crew completed the completion of airdrop checklist (Tab V-4.15). MN gave navigation guidance and briefed the upcoming turn point and heading change (Tab V-6.13). MP3 lost situational awareness and channelized his attention on maintaining aircraft control, leveling the aircraft at 1,500' MSL (Tabs V-3.21 to V-3.22; DD-35). This caused a breakdown of his scan to the left, preventing him from seeing the mishap C-27 prior to the mishap.

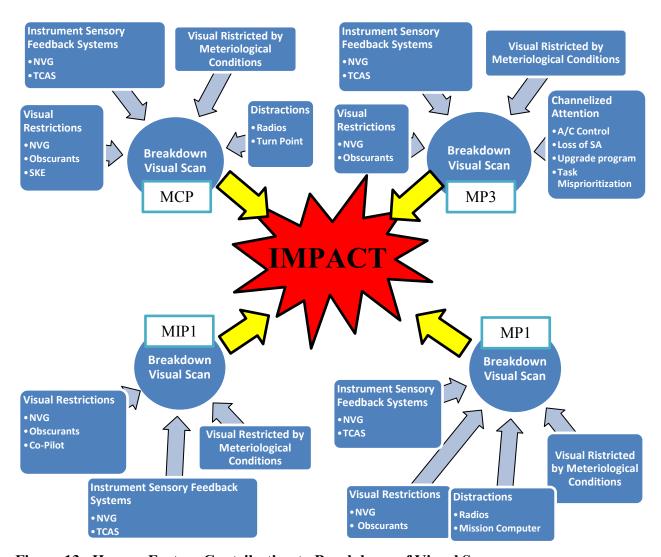


Figure 13. Human Factors Contributing to Breakdown of Visual Scan

d. Human Factors Summary

Neither aircrew visual acquired the other with sufficient time to maneuver to avoid a collision. Human factors that affect a breakdown in visual scan are both controllable (cockpit resource management) and not (aircraft structure). In the mishap C-130, MP1, MCP and MN stated that were distracted performing other duties that directed their attention away from the aircraft flight path (Tabs V-4.15; V-6.13; V-15.26 to V-15.27). In the mishap C-27, MIP1, while visually clearing, was unable to see the conflict develop with the mishap C-130 as it was outside his field of view and his field of regard was obscured (Figure 12). MP3 in the mishap C-130 channelized his attention on general aircraft and altitude control placing the mishap C-27 beyond his field of view (Tabs V-3.21 to V-3.22; DD-35). Aircrew over-reliance on TCAS to queue their visual scan resulted in a relaxed scan outside the aircraft V-3.62; V-4.14; V-4.28; V-5.12; V-5.39; V-6.27; V-15.27; V-17.48). The lack of visual cues in the periphery at night can be compounded by the lack of relative motion of offending aircraft (optical flow) and the restricted field of view provided by the NVGs (Tab DD-45 to DD-48; Figure 12).

12. GOVERNING DIRECTIVES AND PUBLICATIONS

a. Flight Operations

14 C.F.R. §91.3, Responsibility and authority of the pilot in command, 24 April 1990

14 C.F.R. §91.113, Right-of-way rules: Except water operations, 27 July 2004

14 C.F.R. §91.155, Basic VFR weather minimums, 27 July 2004

AFI 11-2C-130, Volume 1, C-130 Aircrew Training, 21 August 2012*

AFI 11-2C-130, Volume 2, C-130 Aircrew Evaluation Criteria, 25 July 2014*

AFI 11-2C-130, Volume 3, C-130 Operations Procedures, 23 April 2012*

AFI 11-202, Volume 3, General Flight Rules, 7 November 2014*

AFI 11-401, Aviation Management, 10 December 2010*

AFI 91-204, Safety Investigations and Reports, 12 February 2014*

AFMAN 11-217, Volume 3, Supplemental Flight Information, 23 February 2009

AFPAM 90-803, Risk Management (RM) Guidelines and Tools, 11 February 2013*

AR 40-8, Temporary Flying Restrictions Due to Exogenous Factors Affecting Aircrew Efficiency, 16 May 2007**

AR 95-1, Flight Regulations, 11 March 2014**

AR 95-2, Airspace, Airfields/Heliports, Flight Activities, Air Traffic Control, and Navigational Aids, 10 April 2007**

ARSOA 27 Aircrew Training Manual, 1 July 2014

Federal Aviation Administration Aeronautical Information Manual; Official Guide to Basic Flight Information and ATC Procedures, April 3, 2014 (Change 1: 7/24/14, Change 2: 1/8/15) FM 3-04-203, Fundamentals of Flight, 7 May 2007**

TC 3-04-93, Aeromedical Training for Flight Personnel, 31 August 2009

FORT BRAGG REG 95-1, Aviation Flight Regulation, 1 November 2010

Pope AFB Pamphlet, Mid-Air Collision Avoidance, March 2014

b. Maintenance

DA PAM 738-751, Functional Users Manual for the Army Maintenance Management System-Aviation, 28 February 2014

T.O. 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation Policies and Procedures, 30 May 2014

T.O. 00-20-2, Maintenance Data Documentation, 15 November 2009

T.O. 00-5-15, Air Force Time Compliance Technical Order Process, 22 September 2014

T.O. 1C-C7J-10-2, Maintenance Instructions, Radio Communications, Navigation and Identification Systems, C-27J Aircraft, 15 November 2011

c. Other Directives and Publications

FAA Order JO 7110.65V, Air Traffic Control, 3 April 2014

FAA Order JO 7400.9W, Airspace Designations and Reporting Points, 8 August 2014

FAA Aeronautical Information Manual, Official Guide to Basic Flight Information and ATC Procedures, 3 April 2014

Andrew D. Woodrow and James T. Webb, *Handbook of Aerospace and Operational Physiology*, July 2011

- *Available digitally at http://www.e-publishing.af.mil.
- **Available digitally at http://armypubs.army.mil.

d. Known or Suspected Deviations from Directives and Publications

Not applicable.

13. ADDITIONAL AREAS OF CONCERN

At the time of impact, both mishap aircraft were operating VFR in the uncontrolled airspace surrounding Laurinburg-Maxton Airport (Tab DD- 48). Due to the mishap C-27's transponder failure, any radar return would not have provided altitude information or identified it as an aircraft for any air traffic control agency in contact with the aircraft (Tab V-20.15; DD- 42 DD- 45 to DD-48). Mackall Tower had provided traffic advisories throughout the night to aircraft, including the mishap C-27, that requested it (Tab N-72 to N-77). However, the mishap C-130 had changed frequency from Mackall Tower three minutes prior when it was still within Mackall Tower's airspace (Tabs N-77; CC-30). The mishap C-27, while it had been monitoring the Mackall Tower, had only taken off four minutes prior to the collision and had not yet checked in with the Mackall Tower (Tabs N-63 to N-64; N-67 to N-68). Air Traffic Control was not a factor in the mishap.

In addition, both aircraft had their position lights and anti-collision strobe lights on at the time of impact (Tab V-7.11; V-14.6; V-17.51; V-18.8; V-19.12). Aircraft lighting was not a factor in the mishap.

MATTHEW G. ANDERER, Colonel, USAF President, Accident Investigation Board

AIRCRAFT ACCIDENT INVESTIGATION BOARD C-130H, T/N 88-4404 and C-27J, T/N 10-27030 Pope Army Air Field, North Carolina 1 December 2014

STATEMENT OF OPINION

1. Under 10 U.S.C. 2254(d) any opinion of the accident investigators as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report may not be considered as evidence in any civil or criminal proceeding arising from an aircraft accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.

2. OPINION SUMMARY:

I find clear and convincing evidence this accident was caused by a breakdown in visual scan resulting in insufficient clearing of the aircraft flight path by both aircraft. Both aircraft commanders were ultimately responsible for collision avoidance which required, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft (Federal Aviation Regulation §91.113) (emphasis added). Both aircraft were airworthy with all radio, navigation and external lights operating within Federal Aviation Administration, United States Air Force and United States Army applicable regulations and instructions for flight in the airspace at the time of the incident and the missions flown. Complacency channelized attention, loss of situational awareness, obstructed views due to aircraft design, over-reliance on Traffic Collision Avoidance Systems and diverted attention of support pilots to other inflight duties significantly contributed to the overall breakdown of exterior visual scan.

The mishap C-27 was crewed by highly experienced aviators with combined flying time nearing 30,000 hours. The mission profile was a "common" profile flown regularly in support of local US Army training. The C-27 airframe was newly acquired by United States Army Special Operations Command (USASOC) and the crewmembers on the night of the incident were executing pilot proficiency and upgrade training, flying low level routes to simulated airdrops and NVD-aided transition training. The mishap C-27 had a history of intermittent Traffic Collision Avoidance System (TCAS) malfunctions and TCAS was an open write-up in the forms on the night of the incident. Departing Pope Army Air Field (AAF)'s Class C airspace, enroute to Laurinburg-Maxton Airport for their initial transition work, all aircraft systems operated Radar data collected from Fort Bragg Range Control, however, points to a transponder system failure at some point later in the flight profile while either airborne below radar coverage or on the ground at Laurinburg-Maxton Airport. Radar showed a primary return only for the mishap C-27. On departure, enroute to their first low level waypoint to the northwest, the mishap C-27 visually acquired the mishap C-130 out the right window as it passed, nearly co-altitude, north of their flight path. Upon subsequent contact with Mackall Tower, the controller advised negative transponder and directed the mishap C-27 to "recycle."

The mishap C-130 crew was a mix of experienced crewmembers with lower-time "traditional" Reservists. The mission profile planned was also a "common" profile familiar to all on board, a

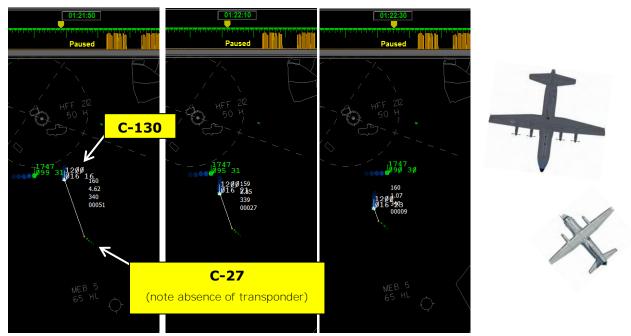
"2-ship SKE-Vis to Luzon." The mission was a lead upgrade sortie for MP3, receiving training from MIP2, standing. The mishap C-130 departed as "number 2," however, prior to the 20 minute advisory, the lead aircraft aborted due to a mechanical malfunction and the mishap C-130 continued, now single ship, simulating lead procedures for MP3 training. Post drop, and after their first turn to the east, beginning their transition to the VFR low level, the mishap C-130 visually acquired the mishap C-27 out the right side of the aircraft. MIP2 visually acquired an aircraft and later estimated its position as 7 miles south.

Radar recordings show the mishap C-130 and C-27 passed in opposite directions approximately 2.7 miles of each other, after each aircraft completed their respective left hand turns on course. Neither crew stated TCAS traffic advisories during this phase of flight.

The mishap C-27 crew executed their mission profile west of Mackall AAF and returned to Laurinburg-Maxton Airport for the pilots to swap seating positions prior to repeating the same route of flight. The mishap C-27 performed the seat swap, loaded the flight mission computer and set departure time for 2020L. They departed on time, climbing on runway heading before commencing a left turn to a heading of 310 degrees on course. En route, MIP1, the pilot flying from the left seat, leveled the aircraft at 1500' MSL, engaged the autopilot and directed MP1to accomplish the normal after takeoff checklists, change radio frequencies to contact Mackall Tower and set a "Tac plot" marking Mackall airspace. MP1 was looking down at the center pedestal accomplishing the Tac plot immediately prior to impact.

The mishap C-130 executed the VFR low level as planned. As the mishap C-130 approached the Initial Point (IP) for the run-in and CDS airdrop, the crew was behind. Checklist challenges had to be repeated, numerous, reiterative radio calls were made to ATC and the DZCO; the "Slowdown Checklist" was completed 16 seconds prior to "Green Light." MP3, the aircraft commander and pilot monitoring, did not provide any guidance to MCP, flying the aircraft, to correct his alignment and speed control. The mishap C-130 executed the drop uneventfully at 2020:04L. On the escape, after the completion of drop checklist, MP3 assumed aircraft control and continued to accelerate and climb to escape altitude of 1500' MSL. MN briefed the turn point and talked MCP visually on to the turn point. MCP cleared to the right and upon turning his head to look forward saw a flash through his NVGs.

The aircraft closed on a flight path that remained at a nearly constant bearing, resulting in no relative movement on either windscreen.



Radar data depicting relative bearing (160 & 159) prior to impact (times in Zulu)

At 0122:40Z (2022 local) in uncontrolled Class G airspace, the mishap C-27 passed slightly below the mishap C-130. The right wing of the mishap C-27 grazed the right underside of the C-130 at the nose gear door, damaging the gear door, then followed a path that tore the flare dispenser hood from the fuselage and proceeded beneath the C-130's right wing. The C-27 vertical stabilizer crossed immediately in front of the nose of the C-130 then proceeded between the prop arcs of the C-130's number 3 and 4 engines, coming into contact with the front of the right external fuel tank and continued on a path impacting midway down the inboard side of the number 4 engine and leading edge of the right wing in the vicinity of the engine mount.

The C-27 sustained damage to the aft portion of the right wingtip and aileron and trim tab in addition to the top third of the vertical stabilizer and rudder, some of which (anti-collision light control box) was lodged in the leading edge of the C-130. The C-27 empennage also sustained internal structural damage.

Upon impact, though the aircraft flew normally, the mishap C-27 declared an emergency and recovered to Mackall AAF. They stopped straight ahead, shutdown and egressed on the runway.

Upon impact, the mishap C-130 yawed and rolled to the right as the number 4 engine began to "roll back." MFE3 quickly recognized the engine failure and recommended immediate shutdown, which MP3 directed. The engine did not shut down normally and the propeller continued to windmill. The mishap crew declared an emergency and recovered to Pope AAF. They taxied clear of the runway and after observing leaking fuel leaking in the vicinity of the damage, shutdown and egressed the aircraft.

While both crews performed well to prevent this incident from deteriorating into a more catastrophic event, a breakdown in visual scan causing in insufficient outside vigilance and clearing of the aircraft flight path resulted in the collision of these aircraft. I found a number of

factors contributing to the crewmember's breakdown in visual scan:

MIP1 & MP2: The failure of the C-27 pilot flying in the left seat and the jump seat pilot to see the mishap C-130 was significantly impeded by <u>visual restriction</u>. The physical structure of the C-27 restricted the ability of both crewmembers to see the mishap C-130 on a 30 degree bearing (2 o'clock) slightly above the horizon.

MP1: Though appropriate support pilot duties, the pilot not flying in the mishap C-27 was <u>distracted</u> with other duties that contributed to his visual scan breakdown. MP1 was in the best position to see the C-130 traffic but was "heads down" setting the appropriate radio frequency and manipulating the flight mission computer, a period of time prolonged by vision restricted by meteorological conditions.

MCP & MN: Not unlike MP1, MCP and MN in the mishap C-130 were <u>distracted</u> with other duties. Appropriately, as they approached their turn-point, both the MCP and MN were clearing the route of flight to the right in advance of the impending turn to the west.

MP3: Contributing significantly to the visual scan breakdown for the pilot flying in the left seat of the mishap C-130 was a loss of situational awareness due to channelized attention. MP3 was in the best position to see the C-27 traffic but was focused on maintaining aircraft control as he accelerated and leveled the aircraft at 1500'. Though VFR, he channelized on pitch, power and airspeed as he sought altitude capture after he assumed control of the aircraft in an untrimmed climb.

Both aircrews were also negatively influenced by <u>instrument sensory feedback</u>. There is no doubt flight deck personnel in both aircraft were consistently clearing the flight path of their aircraft on the night of 1 December 2014 (both MP2 and MIP2 saw each other and other traffic that night). In both aircraft, however, what aircrew perceived to be clear airspace visually was reinforced by an over-reliance on TCAS. To varying degrees, the deliberateness of their scan relaxed as they trusted other systems to alert them when a greater need to clear their flight path existed. They didn't expect to see traffic, didn't see traffic, and that perception was reinforced by the lack of a TCAS traffic advisory.

While pilots are ultimately responsible for clearing the flight path of their aircraft, the inoperative transponder on the mishap C-27 and subsequent lack of TCAS information potentially available to the both mishap aircrews also contributed to their failure to visually acquire and avoid the other aircraft.

I found no evidence to suggest this incident was due to dereliction of duty or failure to perform assigned duties.

MATTHEW G. ANDERER, Colonel, USAF President, Accident Investigation Board

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A1. ORDERS APPOINTING SIB



DEPARTMENT OF THE AIR FORCE HEADQUARTERS AIR MOBILITY COMMAND

11 Dec 14

SPECIAL ORDER NUMBER M-07-15

With the concurrence of the commanders concerned, the following individuals are appointed to investigate the C-130/C-27 Mid-Air collision near Pope AAF Fort Bragg, NC on Monday, 1 December 2014, (Title 10, United States Code, Section 672{d}). Individuals are relieved from all duties pending completion of the investigation. Investigation will be conducted in accordance with AFI 91-204.

Name	Rank	Function	Unit Address	Clearance
	Col	Board President	19 AW/CV	TS
	LtCol	Investigating Officer	403 WG/SE	TS
		USASOAC Representative	C-27J Standardizations Pilot	TS
	MAJ	USACRC Representative	Accident Investigator	TS
	Maj	Human Factors	USAFSAM/FEEP	TS
	Maj	AFSEC Representative	HQ AFSEC/SEF	TS
	Maj	Pilot Member	34 CTS/MOS	TS
	Maj	Maintenance Member	AFRC 22 AF/A4M	S
	Capt	Medical Member	906 ARS/SGPF	TS

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

Name	Rank	Function	<u>Unit Address</u>	Clearance
	Capt	Recorder	50 AS/CCE	TS
	CW4	USACRC Representative	Accident Investigator USA Combat Readiness Cent	TS er
	MSgt	Airfield Representative	AMC/A3AP	S

FOR THE COMMANDER

DAFC

Deputy Director of Safety

DISTRIBUTION: 1 - Each Individual

This document may contain information which must be protected IAW AFI 33-332 and DOD Reg 5400.11; Privacy Act of 1974 as Amended applies, and it is For Official Use Only (FOUO).

A2. CONTACT INFORMATION FOR SIB MEMBERS AND ADVISORS

SIB ROLE	NAME	CONTACT INFORMATION
President	Col	DSN: Comm: Email:
Investigating Officer	Lt Col	DSN: Comm: Email:
USASOAC Representative	Mr.	DSN: Comm: Email:
USACRC Representative	MAJ	DSN: Comm: Email:
Human Factors Rep	Maj	DSN: Comm: E-mail:
Safety Center Rep	Maj	DSN: Comm: Email:
Pilot Member	Maj	DSN: Comm: Email:

SIB ROLE	NAME	CONTACT INFORMATION
Maintenance Member	Maj	DSN: Comm: Email:
Medical Member	Capt	DSN: Comm: Email:
Recorder	Capt	DSN: Comm: Email:
USACRC Representative	CW4	DSN: Comm: Email:
Airfield Representative	MSgt	DSN: Comm: Email:

A3. GUIDANCE TO INVESTIGATORS ON CONTROLLING INFORMATION

6 December 2014

MEMORANDUM FOR FILE

FROM: Safety Investigation Board

SUBJECT: Class-A Mishap Guidance to Investigators on Controlling Information, C-130H, S/N 88-4404, and Army C-27J, S/N 10-27030, 1 December 2014, Pope Field, North Carolina.

- 1. The members, whose names and signatures appear below, of the safety team formed to investigate the mishap on 1 December 2014 involving C-130H, tail number 88-4404 and Army C-27J, tail number 10-27030, have been advised by Colonel Investigation Board President, of the following:
 - a. This investigation is being conducted under the provisions of AFI 91-204 for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent future mishaps.
 - b. It is very important that the investigating team avoid: tainting potential witnesses for this or any subsequent investigation; contributing to speculation about mishap causes; or releasing potentially offensive images to friends and/or families of those involved in a mishap.
 - c. All information, privileged or not, collected by safety investigators, will not be released outside safety channels except in accordance with AFI 91-204 or upon approval of the convening authority. The SIB president is the final point of release for all information (including electronic/digital media, photographs, etc.) from the safety investigation.
- 2. We understand and acknowledge the guidelines for controlling information collected by safety investigators. We understand unauthorized release of safety privilege information is punishable under Article 92(1), UCMJ, and may be grounds for disciplinary actions according to civilian personnel regulations, or may lead to contract actions.

, Col, USAF Lt Col, USAFR Board President Investigating Officer , Maj, USAF Maj, USAF AFSEC Representative Pilot Member , MAJ, USA €W4, USA USACRC Representative USACRC Representative 1 -Capt, USAF USASOAC Representative Medical Member Maj, USAFR Maintenance Member Airfield Representative Capt, USAF Human Factors Representative Recorder

A4. NON-DISCLOSURE AGREEMENTS FOR TECHNICAL ADVISORS

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

- Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of an Air Force safety investigation.
- 2. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized access to this information. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.
- After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.
- Tunderstand that information obtained through a safety investigation is considered official Air
 Force information.
- 5. I understand the above terms and agree to abide by the conditions set forth.

Print Full Name and Runk/Grade

Signature Block

(Date)

"The information herein is For Official Use Only (FOUO) which must be protected under the Privacy Act of 1974, as amended. The unauthorized disclosure or misuse of this PERSONAL INFORMATION may result in criminal and/or civil penalties."

Contact Information:		
¥ Work □ Home		
Street:	Silen Silen	
City, State, Zip Code:	 	4.5
Phone Number:	DSN:	
Email Address:		— <u>— — — — — — — — — — — — — — — — — — </u>

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

18 DEC 2014

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Print Full Name and Rank/Grade

Signature Block

"The information herein is For Official Use Only (FOUO) which must be protected under the Privacy Act of 1974, as amended. The unauthorized disclosure or misuse of this PERSONAL INFORMATION may result in criminal and/or civil penalties." INFOSCITEX Contact Information: X-Work □ Home Street: _ City, State, Zip Code: Phone Number: 2000 _____ DSN: _____ Email Address: ____ INFOSCITEX Biomedical Scientist, Biological Anthropologist (Fax) www.infoscitex.com

SAFETY INVESTIGATION NON-DISCLOSURE AGREEMENT

Safety Investigation Non-Disclosure Agreement

(Date)

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Print Full Name and Rank/Grade

Signature Block

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Contact Information:		
Work Home		
Street:		
Street: City, State, Zip Code:		
Phone Number:	DSN:	
Email Address:		
VI.		

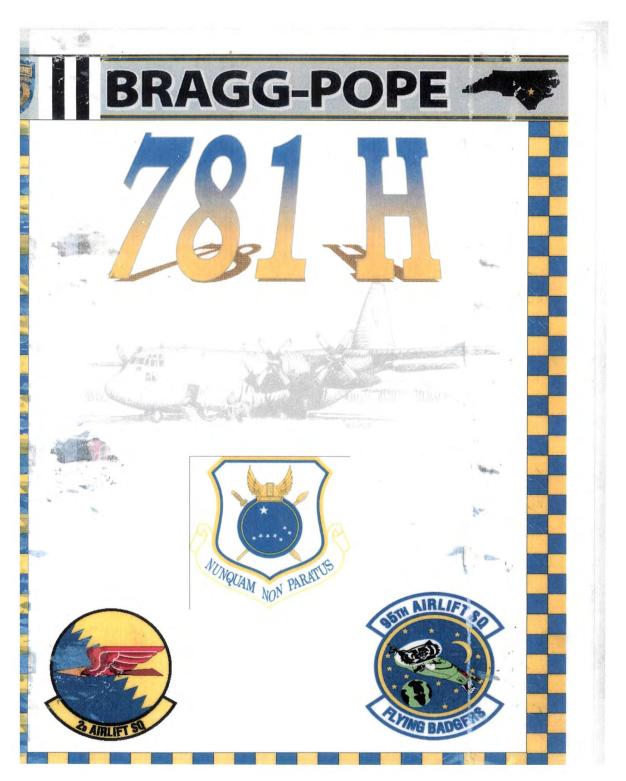
TAB D MAINTENANCE REPORT, RECORDS, AND DATA

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D1. C-130H AIRCRAFT MAINTENANCE & MATERIEL REPORT, AF FORM 711C

3-004404				2. MISSION DESIGN AND SERIES (MDS) C-130H2										
1,000,000			3. HIST	ORICAL	DATA									
			AIRC	CRAFT/U	AV									
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DURS SINCE OVERHAUL				1	566.5									
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STALLED POSITION	10	ñ			2		-	3		4				
NGINE MODEL AND SERIES	T5	6-15		T56-1	5		Γ56-15		T56-	15				
NGINE SERIAL NUMBER	11	4235		10344	12		113721		113997					
OTAL ENGINE HOURS	10169.6			8234.2			3493.8		8030.7					
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ATE OF LAST OVERHAUL / PE	20140723			N/A			N/A	20110119						
VERHAUL / PE ACTIVITY	Co	Compressor/Std Arw				1	N/A		Compressor/Std A					
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		5.	AIRCRA	T/UAV	DAMAGE									

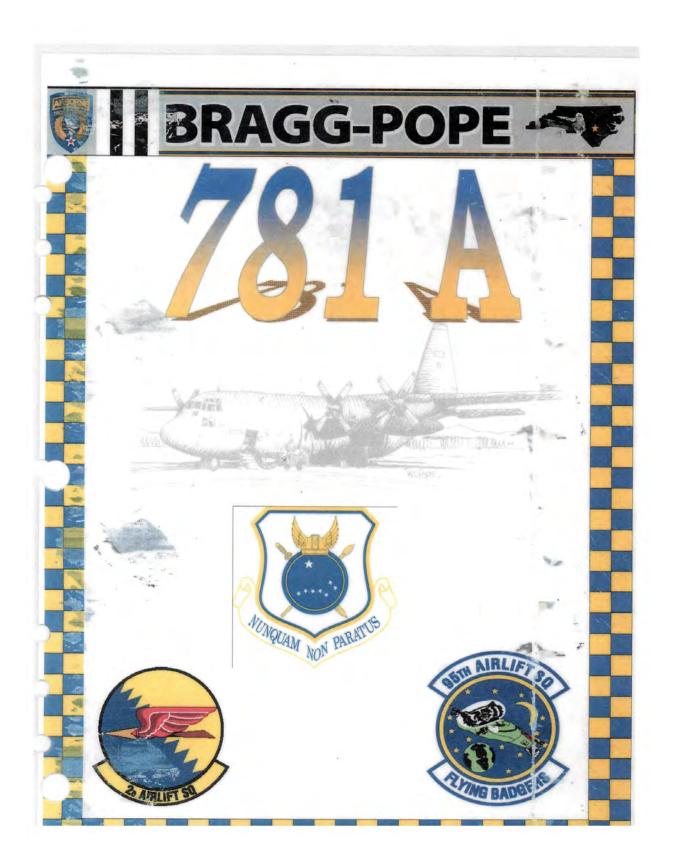
D2. C-130H AIRCRAFT AFTO 781 FORMS



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NOTE	2014/12/01 TO MDS: C130H SERIAL NUMBER: 88004404 NOTES PAGE
NUMBER	NOTE VERBIAGE
0212 -	-CB'S ESU-CB2A AND ESU-CB2B ARE PULLED AND COLLARED IN ACCORDANCE WITH TO 1C-130-1821E
0600 -	-FORMS TRANSCRIBED BY:
0601 -	-FORMS REVIEWED BY:
0605 -	-PLEASE CONCUR. ALL MAINTENANCE PERSONNEL WILL PHYSICALLY TAKE HOLD AND ENSURE TIGHTNESS OF ALL BRAKE UICK DISCONNECTS DURING FOLLOWING SITUATIONS:
0606 -	-GEAR SWINGS, ENGINE RUNS, TOWING, BPO'S, THRUFLIGHTS AND BEFORE EACH FLIGHT. VISUAL INSPECTION DOES T SATISFY THIS REQUIREMENT

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WUC/REF DESIGNATOR FAULT CODE STA CODE CORRECTIVE ACTION DISCREPANCY ALACC-FS 196 LEFT AND RIGHT CRACKED IN RADIUS REQUIRES SMCO PER TAR 2011-04638 & 2011-04662 (KEEP IN 781A) CORRECTED BY EMPLOYEE NO INSPECTED BY EMPLOYEE STA CODE OF 781A	SYM JCN DATE DISC I	NFORMATION OR DOC 1	NUMBER	CP 781A	XF 781K	DATE CORRECTE
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DISCREPANCY ALACC-ENGINE INTAKE AND EXHAUST INSPECTIONS DUE PRIOR TO FLIGHT TAUT 1(-1204-3-70)6-00-1	Alacc-FS 196 LEFT AND RIGHT CRACKED IN RADIU SMCO PER TAR 2011-04638 & 2011-04662 (KEEP	IN 781A)	INSPECTED	ВҰ	XF 781K	1
ALACC-ENGINE INTAKE AND EXHAUST INSPECTIONS DUE THE S INSP CLW THUSP CIW	Alacc-FS 196 LEFT AND RIGHT CRACKED IN RADIU SMCO PER TAR 2011-04638 & 2011-04662 (KEEP DISCOURDED BY ADDITION TO DATE DISC IN 3281180 2014/11/24	IN 781A) EMPLOYEE NO NFORMATION OR DOC 1	INSPECTED	ВҰ	XF 791K	DATE CORRECTE
PRIOR TO FLIGHT	ALACC-FS 196 LEFT AND RIGHT CRACKED IN RADIU SMCO PER TAR 2011-04638 & 2011-04662 (KEEF DISCOURDED DV /DDTAWN) JCN DATE DISC II 3261180 2014/11/24 WUC/REF DESIGNATOR FAULT CODE	EMPLOYEE NO NFORMATION OR DOC 1 ACET FLY 1'S & 8'S	INSPECTED	CF 781A	XF 791K.	DATE CORRECTE
PRIOR TO FLIGHT	ALACC-FS 196 LEFT AND RIGHT CRACKED IN RADIU SMCO PER TAR 2011-04638 & 2011-04662 (KEEP DISCOURDED DV /DDTAWN) JCN DATE DISC J261180 2014/11/24 WUC/REF DESIGNATOR FAULT CODE DISCREPANCY	EMPLOYEE NO NFORMATION OR DOC 1 ACFT FLY 1'S & 8'S STA CODE	INSPECTED NUMBER / DOPP CORRECTIVE	CF 781A		DATE CORRECTED
	ANACC-FS 196 LEFT AND RIGHT CRACKED IN RADIU SMCO PER TAR 2011-04638 & 2011-04662 (KEEP DISCOURDED DV /DDIAMO) AVM JCN DATE DISC I 3261180 2014/11/24 WUC/REF DESIGNATOR FAULT CODE DISCREPANCY ANACC-ENGINE INTAKE AND EXHAUST INSPECTIONS I	EMPLOYEE NO NFORMATION OR DOC 1 ACFT FLY 1'S & 8'S STA CODE	INSPECTED NUMBER / DOPP CORRECTIVE	CF 781A CF 781A ACTION	[] c1w	DATE CORRECTE
CORRECTED BY EMPLOYEE :	ANACC-FS 196 LEFT AND RIGHT CRACKED IN RADIU SMCO PER TAR 2011-04638 & 2011-04662 (KEEP DISCOURDED DV /DDIAMO) AVM JCN DATE DISC I 3261180 2014/11/24 WUC/REF DESIGNATOR FAULT CODE DISCREPANCY ANACC-ENGINE INTAKE AND EXHAUST INSPECTIONS I	EMPLOYEE NO NFORMATION OR DOC 1 ACFT FLY 1'S & 8'S STA CODE	INSPECTED NUMBER / DOPP CORRECTIVE	CF 781A CF 781A ACTION	[] c1w	DATE CORRECTED
	ANACC-FS 196 LEFT AND RIGHT CRACKED IN RADIU SMCO PER TAR 2011-04638 & 2011-04662 (KEEP DISCOURDED DV /DDIAMO) AVM JCN DATE DISC I 3261180 2014/11/24 WUC/REF DESIGNATOR FAULT CODE DISCREPANCY ANACC-ENGINE INTAKE AND EXHAUST INSPECTIONS I	EMPLOYEE NO NFORMATION OR DOC 1 ACFT FLY 1'S & 8'S STA CODE	INSPECTED NUMBER / DOPP CORRECTIVE	CF 781A CF 781A ACTION E S INSP	[] c1w	DATE CORRECTED JOIN 18 01
DISCOVERED BY (PRINT) EMPLOYEE NO INSPECTED BY EMPLOYEE	ALACC-FS 196 LEFT AND RIGHT CRACKED IN RADIU SMCO PER TAR 2011-04638 & 2011-04662 (KEEP DISCOURSED BY IDSTANCE 3261180 2014/11/24 WUC/REF DESIGNATOR FAULT CODE 0413C DISCREPANCY ALACC-ENGINE INTAKE AND EXHAUST INSPECTIONS IS PRIOR TO FLIGHT	EMPLOYEE NO NFORMATION OR DOC NACET FLY I'S & 8'S STA CODE	INSPECTED JUMBER CORRECTIVE CORRECTED	CF 781A CF 781A ACTION E S INSP I No. 1	[] c1w	DATE CORRECTE JOIN 1801

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EYY/	JCN	DATE DISC		INFORMATION OR DOC	NUMBER	CF 781A	XF 781K	DATE CORRECTE
K	3281181	2014/11/24		ACFT FLY I'S & E'S	S / DOPP			20141201
WUC	/REF DESIGNA 04199	POR	PAULT CODE	STA CODE	CORRECTIVE	ACTION		
DISCREP	ANCY				D.0	- +w	27.0	
AIACC	-AIRCRAFT PA	NEL INTEGRITY	/ DOPP INSPEC	CTION DUE	0.0	1	dw	3 = 5.7 (2.7)
PRIOR	TO FLIGHT				-	JAW	1106-44	OMX6-10-1
								All Cords
					CORRECTED	BY		EMPLOYEE
DISCOU	ERED BY (PRI	2791 (I Sant Triber				
	ENERATED JOB	.17		EMPLOYEE NO	INSPECTED	B5		EMPLOYEE
SYM	JCN	DATE DISC	1	NFORMATION OR DOC	NUMBER	CF 782X	XF 781K	DATE CORRECTS
	3301648	2014/11/26		MLG TRACK LUBE			1-1	Jilla souther
- 1		1	1					1
WUC/	REF DESIGNAT	OR	FAULT CODE	STA CODE	CORRECTIVE	ACTION		
DICORDO								
	ANCY							
		G TRACKS IAW						
ALACC-	ANCY -LUBRICATE MI	G TRACKS IAW	12-20-07					
ALACC-	ANCY -LUBRICATE MI	7	12-20-07					
ALACC-	ANCY -LUBRICATE MI	7	12-20-07		CORRECTED	gv		PARLAUPE
Alacc- T,O, 1	ANCY -LUBRICATE MI 1C-130H-2-126	G-20-1, S/S/N	12-20-07		CORRECTED I	87		EMPLOYES
Alacc- T.O. 1	ANCY -LUBRICATE MI 1C-130H-2-12c	G-20-1, S/S/N	12-20-07	EMPLOYEE NO	CORRECTED I			
T.O. 1 DISCOVE G081 GE	ANCY -LUBRICATE MI 1C-130H-2-126 ERED BY (PRIN	G-20+1, S/S/N		1 1 2 2 2 2 2 2 2	INSPECTED I			
Alacc- T.O. 1	ANCY -LUBRICATE MI 1C-130H-2-12c SRED BY (PRIN ENERATED JOB -JCN	T) DATE DISC		EMPLOYEE NO	INSPECTED I		XP 781K	EMPLOYEE
ALACC- T.O. 1	ANCY -LUBRICATE MI 1C-130H-2-126 ERED BY (PRIN	G-20+1, S/S/N	1	1 1 2 2 2 2 2 2 2	INSPECTED I	ву	XP 781K	EMPLOYEE
DISCOVE GO81 GE	ANCY -LUBRICATE MI IC-130H-2-126 SRED BY (PRIN INTERACTED JON 3301649	G-20-1, S/S/N T) DATE DISC 2014/11/26	Ti o	NFORMATION OR DOC 1	INSPECTED I	CF 781A	XP 781K	EMPLOYEE
Alacc- T.O. 1 DISCOVE GO81 GE SYM	ANCY -LUBRICATE MI 1C-130H-2-12c SRED BY (PRIN ENERATED JOB -JCN	G-20-1, S/S/N T) DATE DISC 2014/11/26	1	NFORMATION OR DOC 1	INSPECTED I	CF 781A	XF 781K	EMPLOYEE
ALACC-T.O. 1 DISCOVE GOR1 GE SYM	ANCY -LUBRICATE MI IC-130H-2-122 SRED BY (PRIN INERATED JOB JCN 3301649 /REF DESIGNAT 32500	G-20-1, S/S/N T) DATE DISC 2014/11/26	Ti o	NFORMATION OR DOC 1	INSPECTED I	CF 781A	XF 781K	EMPLOYEE
Alacc-T.O. 1 DISCOVE GOB1 GE SYM WUC/	ANCY -LUBRICATE MI IC-130H-2-12d SRED BY (PRIN ENERATED JOB JCN 3301649 /REF DESIGNAT 32500	G-20-1, S/S/N T) DATE DISC 2014/11/26 OR	T)	NFORMATION OR DOC 1 OIL LEVEL CHECK STA CODE	INSPECTED I	CF 781A	XF 781K	EMPLOYEE
ALACC-T.O. 1 DISCOVE GOR1 GE SYM WUC/	ANCY -LUBRICATE MI IC-130H-2-12c SRED BY (PRIN ENERATED JOB JCN 3301649 /REP DESIGNAT 32500 UNCY ENGINE PROPE	T) DATE DISC 2014/11/26 OR LLER FOR PROPE	PAULT CODE	NFORMATION OR DOC 1 OIL LEVEL CHECK STA CODE	INSPECTED I	CF 781A	XF 781K	EMPLOYEE
DISCOVE GO81 GE SYM WUC/ DISCREPA Alacc- ING IS	ANCY -LUBRICATE MI IC-130H-2-120 SRED BY (PRIN INERATED JOB JCN 3301649 /REF DESIGNAT 32500 UNCY -ENGINE PROPE	G-20-1, S/S/N T) DATE DISC 2014/11/26 OR	PAULT CODE R OIL LEVEL 30H-2-12JG-16	NFORMATION OR DOC 1 OIL LEVEL CHECK STA CODE (IF SERVIC	INSPECTED I	CF 781A	XF 781K	EMPLOYEE
DISCOVE GO81 GE SYM WUC/ DISCREPA Alacc- ING IS	ANCY -LUBRICATE MI IC-130H-2-12c SRED BY (PRIN ENERATED JOB JCN 3301649 /REP DESIGNAT 32500 UNCY ENGINE PROPE	T) DATE DISC 2014/11/26 OR LLER FOR PROPE	PAULT CODE R OIL LEVEL 30H-2-12JG-16	NFORMATION OR DOC 1 OIL LEVEL CHECK STA CODE	INSPECTED I	CF 781A	XF 781K	EMPLOYEE
DISCOVE GO81 GE SYM WUC/ DISCREPA Alacc- ING IS	ANCY -LUBRICATE MI IC-130H-2-120 SRED BY (PRIN INERATED JOB JCN 3301649 /REF DESIGNAT 32500 UNCY -ENGINE PROPE	T) DATE DISC 2014/11/26 OR LLER FOR PROPE	PAULT CODE R OIL LEVEL 30H-2-12JG-16	NFORMATION OR DOC 1 OIL LEVEL CHECK STA CODE (IF SERVIC	INSPECTED I	CF 781A	XF 781K	DATE CORRECTS
DISCOVE GOB1 GE SYM WUC/ DISCREPA Alacc- ING IS	ANCY -LUBRICATE MI IC-130H-2-120 SRED BY (PRIN INERATED JOB JCN 3301649 /REF DESIGNAT 32500 UNCY -ENGINE PROPE	DATE DISC 2014/11/26 OR) LLER FOR PROPE	PAULT CODE R OIL LEVEL 30H-2-12JG-16	NFORMATION OR DOC 1 OIL LEVEL CHECK STA CODE (IF SERVIC	INSPECTED I	CF 781A CF 781A ACTION	XP 781K	EMPLOYEE DATE CORRECTE EMPLOYEE 1

DATE FROM:	2014/12/0	01 TO	MDS: C130H	SERIAL NUN	MBER: 88004404	PAGE	3 OF PAG
SYM	JCN	DATE DISC	INFORMATION OR DO	C NUMBER	CF 781A	XF 781K	DATE CORRECTE
33	01650	2014/11/26	OIL LEVEL CHECK				
WUC/REF 325	DESIGNATO	DR FAUL	T CODE STA CODE	CORRECTIVE	ACTION		
DISCREPANCY							
AIACC-ENG	INE PROPEL	LER FOR PROPER O	IL LEVEL (IF SERVIC				
ING IS RE	QUIRED REP	то т.о. 10-130н	-2-12JG-10-2	-			
S/S/N 12-			LOC: 02				
-,-,-			DOCTOR		***		
				CORRECTED	BY		EMPLOYEE
DISCOVERED	BY (PRINT	7	EMPLOYEE NO	INSPECTED	BY		EMPLOYEE
G081 GENER				1.00			
SYM	JCN	DATE DISC	INFORMATION OR DO	C NUMBER	CF 781A	XF 781K	DATE CORRECTS
33	01651	2014/11/26	OIL LEVEL CHECK			151	
						L-U	
WUC/REF 325	DESIGNATO	PAUL!	T CODE STA CODE	CORRECTIVE	ACTION		
325 DISCREPANCY	00		T CODE STA CODE	CORRECTIVE	CACTION		
325 DISCREPANCY ALACC-ENG	INE PROPEL		IL LEVEL (IF SERVIC				
325 DISCREPANCY ALACC-ENG ING IS RE	INE PROPEL	LER FOR PROPER O	IL LEVEL (IF SERVIC	CORRECTED			EMPLOYES
325 DISCREPANCY ALACC-ENG ING IS RE	INE PROPEL QUIRED RES	LER FOR PROPER O	IL LEVEL (IF SERVIC	CORRECTED	BY		EMPLOYEE
Alacc-Eng Ing Is rev s/s/n 12-:	INE PROPEL QUIRED RES	LER FOR PROPER O	IL LEVEL (IF SERVIC* -2-12JG-10-2 LOC:03	CORRECTED	BY	XF 781K	
JISCREPANCY ALACC-ENG, ING IS REG S/S/N 12-: DISCOVERED GOB1 GENERA	INE PROPEL QUIRED RES 16-03 BY (PRINT	LER FOR PROPER O	IL LEVEL (IF SERVIC -2-12JG-10-2 LOC:03	CORRECTED	BY BY	XF 761K	EMPLOYEE
3250 DISCREPANCY ALACC-ENG, ING IS REG S/S/N 12-: DISCOVERED GOB1 GENERAL SYM 330	INE PROPEL QUIRED RES 16-03 BY (PRINT ATED JOB JCN 01652 DESIGNATO	LER FOR PROPER OF TO T.O. 1C-130H	IL LEVEL (IF SERVIC -2-12JG-10-2 LOC:03 EMPLOYEE NO INFORMATION OR BO	CORRECTED	BY CP 761A	XF 761K	EMPLOYEE
3250 DISCREPANCY ALACC-ENG, ING IS REM S/S/N 12-: DISCOVERED GOOT GENERAL WUC/REF	INE PROPEL QUIRED RES 16-03 BY (PRINT ATED JOB JCN 01652 DESIGNATO	LER FOR PROPER OF TO T.O. 1C-130H	IL LEVEL (IF SERVIC -2-12JG-10-2 LOC:03 EMPLOYEE NO INFORMATION OR DO OIL LEVEL CHECK	CORRECTED	BY CP 761A	XF 761K	EMPLOYEE
3250 DISCREPANCY A1ACC-ENG: ING IS REG S/S/N 12-: DISCOVERED GO81 GENER; SYM 330 WUC/REF 3250 ISCREPANCY	INE PROPEL QUIRED RES 16-03 BY (PRINT ATED JOB JCN 01652 DESIGNATO	DATE DISC 2014/11/26	IL LEVEL (IF SERVIC -2-12JG-10-2 LOC:03 EMPLOYEE NO INFORMATION OR DO OIL LEVEL CHECK F CODE STA CODE	CORRECTED	BY CP 761A	XF 781K	EMPLOYEE
ALACC-ENGI	INE PROPEL OUIRED RES 16-03 BY (PRINT ATED JOB JCN 01652 DESIGNATO	DATE DISC 2014/11/26	IL LEVEL (IF SERVIC -2-12JG-10-2 LOC:03 EMPLOYEE NO INFORMATION OR DO OIL LEVEL CHECK CODE STA CODE	CORRECTED	BY CP 761A	XF 781K	EMPLOYEE
ALACC-ENGI	INE PROPEL OUIRED RES 16-03 BY (PRINT ATED JOB JCN 01652 DESIGNATO 00 INE PROPEL OUIRED REF	DATE DISC 2014/11/26 R FAULT	IL LEVEL (IF SERVIC -2-12JG-10-2 LOC:03 EMPLOYEE NO INFORMATION OR DO OIL LEVEL CHECK CODE STA CODE	CORRECTED	BY CP 761A	XF 781K	EMPLOYEE
ALACC-ENGING IS REGISTED AS A STATE OF THE ALACC - ENGING IS REGISTED AS A STATE OF THE ALACC - ENGINE IS REGISTED ALACC - ENGING IS REGISTED ALACC - ENGINE IS REGISTED ALACC - ENGINE ING IS REGISTED ALACC - ENGINE INCOME - ENGINE - ENGI	INE PROPEL OUIRED RES 16-03 BY (PRINT ATED JOB JCN 01652 DESIGNATO 00 INE PROPEL OUIRED REF	DATE DISC 2014/11/26 R FAULT	IL LEVEL (IF SERVIC -2-12JG-10-2 LOC:03 EMPLOYEE NO INFORMATION OR DO OIL LEVEL CHECK F CODE STA CODE LL LEVEL (IF SERVIC -2-12JG-10-2	CORRECTED	BY CF 761A ACTION	XF 761K	EMPLOYEE

	ROM: 2014/12/	01 TO		MDS: C130H	SERIAL NUM	BER: 88004404	PAGE	4 OF PAG
SYM	JCN	DATE DISC	INF	ORMATION OR DOC	NUMBER	CF 781A	XF 781K	DATE CORRECTE
-	3301653	2014/11/26	IN	SP BRUSH BLOCK				
WUC	7/REF DESIGNAT 3253C	OR F	PAULT CODE	STA CODE	CORRECTIVE	ACTION		
DISCREP	PANCY				_			
	C-INSP & CLEAN	BRUSH BLOCK I	AW TO 1C-130H-	2-61JG-2				
				LOC:01	-			
					CORRECTED	ВУ		EMPLOYEE
	ERED BY (PRIN	T)		EMPLOYEE NO	INSPECTED	BY		EMPLOYEE
SYM	JCN	DATE DISC	INP	ORMATION OR DOC	NUMBER	CF 781A	XF 781K	DATE CORRECTS
	3301654	2014/11/26	IN	SP BRUSH BLOCK				
5,757,75	PREF DESIGNAT							
MUC	3253C	OR F	AULT CODE	STA CODE	CORRECTIVE	ACTION		
DISCREP	3253C ANCY -INSP & CLEAN		AULT CODE		CORRECTIVE	ACTION		
DISCREP	3253C ANCY				CORRECTIVE	ACTION		
DISCREP	3253C ANCY -INSP & CLEAN			2-61JG-2	CORRECTIVE			EMPLOYEE
Alacc 0-1,	3253C ANCY -INSP & CLEAN	BRUSH BLOCK I		2-61JG-2		ву		
Alacc 0-1,	3253C ANCY -INSP & CLEAN 61-20-18 ERED BY (PRIN	BRUSH BLOCK I	AW TO 1C-130H-:	2-61JG-2 LOC:02	CORRECTED)	ву	XF 781K	EMPLOYEE
DISCOVI	3253C ANCY -INSP & CLEAN 61-20-18 ERED BY (PRIN	BRUSH BLOCK I	AW TO 1C-130H-	2-61JG-2 LOC:02 EMPLOYEE NO	CORRECTED)	8¥ 8¥	XF 781K	EMPLOYEE
DISCOVI GO81 G	3253C ANCY -INSP & CLEAN 61-20-18 ERED BY (PRIN' ENERATED JOB JCN	BRUSH BLOCK I T) DATE DISC 2014/11/26	AW TO 1C-130H-	2-61JG-2 LOC:02 EMPLOYEE NO DRMATION OR DOC	CORRECTED)	BY BY CF 781A	XF 781K	EMPLOYEE
DISCOVI GO81 G	3253C ANCY -INSP & CLEAN 61-20-18 ERED BY (PRIN ENERATED JOB JCN 3301655 /REF DESIGNATO 3253C	BRUSH BLOCK I T) DATE DISC 2014/11/26	AW TO 1C-130H-	LOC:02 EMPLOYEE NO DRMATION OR DOC SP BRUSH BLOCK	CORRECTED I	BY BY CF 781A	XF 781K	EMPLOYEE
DISCOVI GO81 GI SYM WUC,	3253C ANCY -INSP & CLEAN 61-20-18 ERED BY (PRINTENERATED JOB JON 3301655 /REF DESIGNATO 3253C ANCY -INSP & CLEAN	BRUSH BLOCK I T) DATE DISC 2014/11/26 DR F.	AW TO 1C-130H-	2-61JG-2 LOC:02 EMPLOYEE NO DRMATION OR DOC SP BRUSH BLOCK STA CODE	CORRECTED I	BY BY CF 781A	XF 781K	EMPLOYEE
DISCOVI GO81 GI SYM WUC,	3253C ANCY -INSP & CLEAN 61-20-18 ERED BY (PRIN ENERATED JOB JCN 3301655 /REF DESIGNATY 3253C ANCY	BRUSH BLOCK I T) DATE DISC 2014/11/26 DR F.	AW TO 1C-130H-	2-61JG-2 LOC:02 EMPLOYEE NO DRMATION OR DOC SP BRUSH BLOCK STA CODE	CORRECTED I	BY BY CF 781A	XF 781K	EMPLOYEE
DISCOVI GO81 GI SYM WUC,	3253C ANCY -INSP & CLEAN 61-20-18 ERED BY (PRINTENERATED JOB JON 3301655 /REF DESIGNATO 3253C ANCY -INSP & CLEAN	BRUSH BLOCK I T) DATE DISC 2014/11/26 DR F.	AW TO 1C-130H-	2-61JG-2 LOC:02 EMPLOYEE NO DRMATION OR DOC SP BRUSH BLOCK STA CODE	CORRECTED I	BY CF 781A ACTION	XF 781K	EMPLOYEE DATE CORRECTE

DATE F	ROM: 2014/12/	/01 TO	MDS: C130H	SERIAL NUM	BER: 88004404	PAGE	5 OF PAGE
SYM	JCN	DATE DISC	INFORMATION OR DOC	NUMBER	CF 781A	XF 781K	DATE CORRECTED
44.0	3301656	2014/11/26	INSP BRUSH BLOCK				
WU	C/REF DESIGNAT	FAUL/	CODE STA CODE	CORRECTIVE	ACTION		
DISCRE	PANCY			-			
ALAC	C-INSP & CLEAN	N BRUSH BLOCK IAW	PO 1C-130H-2-61JG-2	_			
0-1,	61-20-18						
			LOC:04				
				CORRECTED :	БУ		EMPLOYEE
	VERED BY (PRINGENERATED JOB	NT)	EMPLOYEE NO	INSPECTED	ВУ		EMPLOYEE I
SYM	JCN	DATE DISC	INFORMATION OR DOC	NUMBER	CF 761A	XF 781K	DATE CORRECTE
	3301677	2014/11/26	180D MA-4B BOMB RA		1-1		
			4444 64 16 646 6				
MU	C/REF DESIGNAT	TOR FAULT	CODE STA CODE	CORRECTIVE	ACTION		
DISCRE	PANCY			_			
		FUCDD/TO TOUR MA A /D	BOUR BLOW FOR				
ATASI	E-EVERY 180D I	ENSPECT THE MA-4/B					
ATASI	E-EVERY 180D I	AND LOOSE OR MISSI	ING HARDWARE.				
ATASI	E-EVERY 180D I	AND LOOSE OR MISSI					
ATASI	E-EVERY 180D I	AND LOOSE OR MISSI	ING HARDWARE.	CORRECTED	87		EMPLOYEE
ALASI CORRO PERFO	E-EVERY 180D I DSION, DAMAGE DRM ADS OPS CK	AND LOOSE OR MISSI	ING HARDWARE.	CORRECTED I			
DISCOV	E-EVERY 180D I DSION, DAMAGE DRM ADS OPS CK WERED BY (PRIN GENERATED JOB	AND LOOSE OR MISSI C IAW TO 1C-130H-2-	ING HARDWARE. 25JG-00-1;25-81-02 EMPLOYEE NO	INSPECTED I	ВУ		EMPLOYEE
ALASI CORRO PERFO	E-EVERY 180D I DSION, DAMAGE DRM ADS OPS CK VERED BY (PRIN SENERATED JOB JCN	AND LOOSE OR MISSI	ING HARDWARE. 25JG-00-1;25-81-02	INSPECTED I		MF 781K	EMPLOYEE
DISCOV	E-EVERY 180D I DSION, DAMAGE DRM ADS OPS CK WERED BY (PRIN GENERATED JOB	AND LOOSE OR MISSI C IAW TO 1C-130H-2- WT) DATE DISC	ING HARDWARE. 25JG-00-1;25-81-02 EMPLOYEE NO	INSPECTED I	ВУ	XF 781K	EMPLOYEE
ALASI CORRO PERFO DISCOV GOGL U	E-EVERY 180D I DSION, DAMAGE DRM ADS OPS CK VERED BY (PRIN SENERATED JOB JCN	AND LOOSE OR MISSI (IAW TO 1C-130H-2- TT) DATE DISC 2014 12 02	EMPLOYEE NO INFORMATION OR DOC	INSPECTED 1	CF 781A	XF 781K	EMPLOYEE
ATASI CORRE PERFO DISCOV GORT I	E-EVERY 180D I DSION, DAMAGE DRM ADS OPS CK WERED BY (PRIN GENERATED JOB 336 5326	AND LOOSE OR MISSI (IAW TO 1C-130H-2- TT) DATE DISC 2014 12 02	ING HARDWARE. 25JG-00-1;25-81-02 EMPLOYEE NO	INSPECTED I	CF 781A	XF 781K	EMPLOYEE
ATASI CORRE PERFO DISCOV GORT I	E-EVERY 180D I DSION, DAMAGE DRM ADS OPS CK VERED BY (PRIN GENERATED JOB JCN 336 6326 C/REF DESIGNAT PRANCY A	AND LOOSE OR MISSI C IAW TO 1C-130H-2- FT) DATE DISC 2014/202 TOR FAULT	EMPLOYEE NO INFORMATION OR DOC	INSPECTED 1	CF 781A	XF 781K	EMPLOYEE
DISCOVE SYM WOOD DISCREE	DESIGNATE DESIGNAT LES BY (PRINGENERATED JOB JCN 336 6326 C/REP DESIGNAT 4/// 6 PANCY A	AND LOOSE OR MISSI R IAW TO 1C-130H-2- FT) DATE DISC. 2014 2 0 2 FOR FAULT	EMPLOYEE NO INFORMATION OR DOC	INSPECTED 1	CF 781A	XP 781K	EMPLOYEE
DISCOND GORT WULL SYM	DESIGNATION DESIGN DAMAGE DEM ADS OPS CH VERED BY (PRIN GENERATED JOB JCN 336 C/REP DESIGNAT PANCY AICCA TIGNATION	AND LOOSE OR MISSI R IAW TO 1C-130H-2- TT) DATE DISC 201412 0 2 FOR FAULT TO TIME PROVIDED REAL COLUMNS TO	EMPLOYEE NO INFORMATION OR DOC	INSPECTED 1	CF 781A	XP 781K	EMPLOYEE
DISCOND GOOD SYM	DESIGNATION CREED BY (PRINGENERATED JOB JCN 336 6326 C/REP DESIGNAT 4/1/6 PANCY A	AND LOOSE OR MISSI R IAW TO 1C-130H-2- TT) DATE DISC 2014 12 02 FOR FAULT To For Coll Official	EMPLOYEE NO INFORMATION OR DOC	INSPECTED 1	CF 781A	XP 781K	EMPLOYEE
DISCOND GOOD SYM	DESIGNATION DESIGN DAMAGE DEM ADS OPS CH VERED BY (PRIN GENERATED JOB JCN 336 C/REP DESIGNAT PANCY AICCA TIGNATION	AND LOOSE OR MISSI R IAW TO 1C-130H-2- TT) DATE DISC 2014 12 02 FOR FAULT To For Coll Official	EMPLOYEE NO INFORMATION OR DOC	INSPECTED I	CF 781A	XP 781K	DATE CORRECTS
DISCOVERED SYM WOLLD SYM DISCRETE THE WEEK OF THE WORLD SYM DISCRETE THE WOLLD SYM DISCRETE THE WOLLD SYM DISCRETE SYM DIS	DESIGNATION DAMAGE DEM ADS OPS CR VERED BY (PRIN JENERATED JOB JCN 336 5376 C/REP DESIGNAT 4///6 PANCY A. (Car Languario) Languario Lan	AND LOOSE OR MISSI R LAW TO 1C-130H-2- FT) DATE DISC 2014 12 02 FAULT TIMESUM A PER Col Official CALCIAL	EMPLOYEE NO INFORMATION OR DOC	INSPECTED 1	CF 781A	XP 781K	EMPLOYEE 1 DATE CORRECTS
DISCOVERED	DESIGNATION CREED BY (PRINGENERATED JOB JCN 336 6326 C/REP DESIGNAT 4/1/6 PANCY A	AND LOOSE OR MISSI R LAW TO 1C-130H-2- FT) DATE DISC 2014 12 02 FAULT FT Transport Official GALLAL 9,4,2,	EMPLOYEE NO INFORMATION OR DOC	INSPECTED I	CF 781A ACTION	XF 781K	DATE CORRECTS

D3. C-27J AIRCRAFT MAINTENANCE & MATERIEL REPORT, AF FORM 711C

	AFT SERIAL NUMBER						DESIGN		RIES (M	DS)		
178 (10-	27030)						ARMY)					
					CRAFT/U	- C C C C C C C C						
AIR FORCE	ACCEPTANCE DATE			All		8.5333 A	CCEPTA	NCE DA	TE 20140	1018 No.	AF Posse	-eki/wr
	SHT HOURS				- 1 "	KINI I TY	CCLITA		49.6	7210 110	711 1 0830	asion.
	RHAUL DATE				-				N/A			
	NCE OVERHAUL				_				N/A			
PLEKAGES	LING ACTIVITY (Name & Location)				_				N/A			
	AST SCHEDULED INSPECTION				-+-				40314			
	NCE LAST SCHEDULED INSPECTION	ON			-+-		NO.		ed on rec	seda dista		
	AST SCHEDULED INSPECTION	250			-		19(2)	77.75	HSC 1	orus care		
THEORE	AGT SCHEDOLED NOTED TION		-	NCINE/Co	molete a C	aliuma for c	ach Engine	-0//	¢ 1130-1			
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-	ODEL AND SERIES	AF.	-2100D2	Δ	AF-21	00D2A	-		4	+-	-	
	ERIAL NUMBER		E-56015		District.	60136	-			-		
	GINE HOURS	149	A STATE OF THE STA	0	149.6					-		
HOURS SI	NCE LAST OVERHAUL / PE	N/A			N/A		_			_		
	AST OVERHAUL / PE	N/A		_	N/A							
OVERHAU	L/ PEACTIVITY	N/A			N/A							
DATE LAS	r installed	1			1							
HOURS SI	NCE INSTALLATION	149	2.6		149.6	_						
	AST SCHEDULED INSPECTION	1	40314		20140	314						
- 02.30	AST SCHEDULED INSPECTION	7.00	& HSCI		A1 & 1		-			-		
	pe & Octane Rating)	лет	A-1 &	JP-8	L. LANGETTON	-1 & JP-8	3					
DR REQUE	V 120 1110 1111	1000	1224 00	2112	1.0.7.7	2 0 110				-		
	4	SOAF	SAMPI	FS (Engir	e Gearbox	EPU/APU	, or other its	am)				
ITEM	SERIAL NUMBER	0070	Fe	Cr	Ag	Al	Cu	Sn	Mg	TE.	Si	Pb
	N/A				17.5				1 10 0			1
				1 = 1					-			
				4 = 11								
			5.	AIRCRA	FT/UAV	DAMAGE						
J-10	TROYED											

D4. C-27J AIRCRAFT DA 2408 FORMS

ROUNDS 7.62 .50 Cal 30mm ROCKET HELLFIRE APU STARTS HOURS HOUR METER HOURS	HSF
TIME	HSF
MISSION ID STD CONFIG LOADS: INTERNAL EXTERNAL PASSENGERS CYC	
ROUNDS 7.62 .50 Cal 30mm ROCKET HELLFIRE STATUS 7.62 .50 Cal 30mm ROCKET HELLFIRE APU STARTS HOURS HOUR METER HOURS HIT CHECK HIT CHECK HOIST CYC AERIAL REFUEL PROBE NO. 1 ENGINE NO. 2 ENGINE EXTEND RETRACT CONNECT DUTY SYMBOL/FLIGHT SYMBOL/HOURS/SEAT NAME RANK PID DS FS HR S DS FS HR S DS SPACE STATUS SERVICING DATA TO BE NOT A SERVICING DATA SERVICED BY MITCH SERVICED BY MITCH SERVICED BY TO BE NOT A SERVICED BY MITCH SERVICED BY	
STATUS	FS HR
NO. 1 ENGINE NO. 2 ENGINE EXTEND RETRACT CONNECT b. PERSONNEL DATA c. DUTY SYMBOL/FLIGHT SYMBOL/HOURS/SEAT NAME RANK PID DS FS HR S DS FS HR S DS FS HR S DS PROPERTY OF THE PROPERTY OF T	FS HR
D. PERSONNEL DATA C. DUTY SYMBOL/FLIGHT SYMBOL/HOURS/SEAT NAME RANK PID DS FS HR S DS FS HR S DS P N 0.7 P N 0.7 P N 0.7 P N 0.3 P N 0.7 P N 0.7 P N 0.3 P N 0.7 P N 0.7 P N 0.3 SERVICING DATA FUEL ADDED GRADE IN TANKS OU 1 GRADE OU 2 GRADE ABU GRADE OXY- ANTI-	FS HR
NAME RANK PID DS FS HR S DS FS HR S DS PH B C C NG C	FS HR
5P N G.Z SP NG Z.S 1 N O.Z P, NG Z.Z GP NG 0.3 CP N O.Z CP NG Z.Z P NG 0.3 FE N O.Z FE NG Z.S 1 N O.Z SPACE NG Z.S 1 N O.Z SPACE NG Z.S SERVICING DATA FUEL ADDED GRADE IN TANKS OU 1 GRADE OU 2 GRADE ABU GRADE OXY- ANTI-	FS HR
71 N Q.Z P. NG Z.Z GP NG 0.3 CP N Q.Z CP NG Z.Z P NG 0.3 FE N Q.Z PE NG Z.Z 7. SERVICING DATA FUEL ADDED GRADE IN TANKS QUI 1 GRADE QUI 2 GRADE ABU GRADE QXY- ANTI-	
7. SERVICING DATA FUEL ADDED GRADE IN TANKS OUT 1 GRADE OUT 2 GRADE ARTHUR GRADE OXY- ANTI-	
7. SERVICING DATA FUEL ADDED GRADE IN TANKS OUT GRADE OUT GRADE OXY- ANTI- SERVICED BY	
7. SERVICING DATA FUEL ADDED GRADE IN TANKS OUT GRADE OUT GRADE ABUT GRADE OXY- ANTI-	
7. SERVICING DATA FUEL ADDED GRADE IN TANKS OU 1 GRADE OU 2 GRADE ABU GRADE OXY- ANTI-	
7. SERVICING DATA FUEL ADDED GRADE IN TANKS OUT GRADE OUT GRADE ADD. GRADE OXY- ANTI- SERVICED BY	
FUEL ADDED GRADE IN TANKS OUT 1 GRADE OUT 2 GRADE ARTH GRADE OXY- ANTI-	
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	TOTALS

APD LF v1.00

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ROUNDS	7.62		.5	0 Cal			30mm			RC	CKET						HEL	LFIRE					
STATUS	7.62	.50 (Cal	30mm	1	ROCKE	Г	HELLE	IRE	AF	U: ST	ARTS		HOL	JRS		HOI	UR ME	TER	HRS			
HIT CHECK		HIT	CHECK			HOIST CY	'C							AER	IAL R	EFUE	PRO	BE					
NO. 1 ENGINE		NO.2	ENGIN	2					EXTE	ND			F	RETRA	CT			0	ONN	ECT			
b.		PER	SONNEL	DATA				c.			- 1	DUTY	SYM	BOL/FL	IGHT	SYMB	OL/HO	DURS/	SEAT				
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TIME	FROM		TO			10		161	HHS	LD	5. SIL	-	OV:	-	10.75	CHDO	WN.		- 01	ARIS	*1	SIARI	31
Version	OTO		CONFIC		L	OADS: IN	TERNAL		-	XTERN	161	17.5		SENG		0,100	-	CYC	-		HSF		_
MISSION ID	STD				1	LOADS: IN			E				PAS	SENG	EKS		1	-	_		HSF		_
ROUNDS	7.62	100	-	0 Cal		1	30mm		T	-	CKET				-		-	LFIRE	_				_
STATUS	7.62	50 (30mm	1,	ROCKE		HELLE	IRE	AF	U. ST	ARTS		-	URS			UR ME	IER	HRS			_
HIT CHECK		10.0	CHECK			HOIST CY	C						-			EFUE	PRO	-	-	-	_		_
NO. 1 ENGINE		NO.2	ENGIN					_	EXTE	ND.	_			RETRA	_	_		_	CONN				_
b.		PER	SONNEL	DATA				C.	_			DUTY	SYM	BOUFL	IGHT	SYMB	OLH	OURS/	SEAT		_	_	_
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0. 707110		FLIGH	T HOU	RS L	ANDI	NGS: STD		1	_	AU	то				API	U. ST.	ARTS	_	1	OURS			-
B TOTALS							HOV			TOU	CHDO	WN:					- 1						
HOUR METE	R HOURS	-				STARTS	#1			#2	2			CYC	LES				HSF				
ROUNDS 7.6	32			50 Cal		3	0mm			ROCK	ET						HELLE	IRE					
HOIST CYC														AER	IAL R	EFUE	PRO	BE					
									EXTE	ND			1	RETRA	CT			1	CONN	ECT			_

APD LF v1 00

1. AIRCRAFT SERI	1027030	2. MO		3. UIC W49BA	4. STATION			5. NAME OF C	E/MECH	
STATIC LINE	HISTORY DAT	ГА	7.	ENGI	NE HOURS	-	1	8. ROUNDS	9. ENGIN	E CYCLES
	J	В		ENG#	1 ENG #2	HR METER		FRAME	NO. 1	NO. 2
JUMPERS							1			
BUNDLES			CURRENT	147.6	149.6		14	7.2/148	83	86
TOTAL (PREVIOUS)	230	اها	TODAY					1.00		
TOTAL THIS DATE	10 -		a trade		_		-			
TOTAL (CUMULATIV	E)		TOTAL							
10.	SYSTEM	STATE	JS		11.		-	FLIGHT DA	TA	
M	0					AIRC	RAFT	LAN	DINGS	HSF/
ACFT A	W	_				HOL		STD	AUTO	CYCLES
16					CURRENT	149.	la	200		
ARM					TODAY					
ELECT										
OTHER					TOTAL					
12.	-	-	SCH	EDULED IN	SPECTION INFO	RMATION	1			1
OPERATION	b. NEXT PHASE		ULED INSP (NO.)		d. HOURS OF OPERATION TO NE	XT	PMD D	OMPLETED		
SINCE LAST GENERATION	C. NEXT PHASE		ULED INSP DUE	AT	PHASE/SCHEDULE INSP			ec 14		
	14 No	v 15			600.2	DI	n			
13. LOCAL USE										

	FT SERIAL		27030		2 MG			DATE	De	176		4 PAGE	1	
-		PART	EAU TIN	FORMATION	C27	1		-		_		1		
S_	SYS	DATE	PAGETIN	TIME	PID	17.00	_	PA	_	RRECTING	INFORMA	-		
X	A	22 SEP 14		0900	Piu	DATE			TIME			ACFT HR	S	
0	21	DA-18 DC Y	-	2000		ROUNDS			ACTION	CODE		WUC		
Airwoi				t in acco		h								
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS	40.9	WHE	DISC	HOW REC	MALEFF	P/N		_			S/N	1		
P/N	1223			S/N	100 100	TIPID		_			TIMANH	OURS		
STATUS	SYS	DATE	NO	TIME	PID	DATE OF	Des	144	TIME	Seat	111100000	ACFT HR	S g bly	
-	- A	22 SEP 14		0900			21111	-		2.7	_		100	100
	MARKS F	uel/Defue		10000	er disengage	d ACTION	THE P	905	ACTION	ODE		Wuc		
	MARKS F	uel/Defue		cuit breake		d ACTION	CAT	HRS		CAT	HRS	PID	CAT	HRS
	MARKS F	uel/Defue	B-C27	cuit breake		d AGTION D			Y		HR5		CAT	HRS
in acc	emarks F ordan	uel/Defue ce with AS	B-C27	cuit breake J-28-A001		d ACTION D			Y		7-11	PID	CAT	HRS
in acco	40.9	when	B-C27	LOWREC SIN TIME		d AGTION D		HRS	PID		S/N	PID		
ACET HRS	40.9	WHEN DATE 22 SEP 14	B-C27	HOW REC	MAL EFF	PID PIN TIPID DATE ROUNDS	CAT	HRS	PID	CAT	S/N	PID		
ACFT HRS P/IN STATUS	40.9	WHEN DATE 22 SEP 14	DISC NO.	HOW REC SIN TIME 0900	MAL EFF	PID PIN TIPID DATE ROUNDS	CAT	HRS	PID	CAT	S/N TI MANHO	PID DURS ACFT HR		
ACET HRS PPIN STATUS FAULTS REI ACCORD 2013	40.9 AND SYS A A MARKS Indiance	DATE 22 SEP 14 with PD-1	NO rnal A	HOWREC SIN TIME 0900 C power action B, di	PID CCESS door in ated 22 MAR	PID PIN TIPID DATE ROUNDS ACTION	CAT	HRS	PID TIME ACTION C	CAT	S/N TI-MANHO	PID DURS ACFT HRS) hys	1.4
ACET HRS PIN STATUS AULTS REI	40.9	DATE 22 SEP 14 with PD-1	NO rnal A	HOW REC SIN TIME 0900	MALEFF PID CCESS door is	PID PIN TIPID DATE ROUNDS ACTION	CAT	HRS	PID TIME ACTION C	CAT	S/N TI-MANHO	PID DURS ACFT HRS) hys	1.4

PARI I-FA	ULT IN	FORMATION	1		PART	T II – C	ORRE	CTING	G INFO	RIVIA	ION	
STATUS SYS DATE	NO	TIME	PID	DATE 20/	Derl	4	TIME D	755		ACFT HRS	1490	0
A 2CNbv14		1900		ROUNDS	10-1-1		ACTION C	ODE		WUC		
AULTS REMARKS Daily Inspecti				ACTION	Dail	y Ir	gen	Con	plet.	eal		
				PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
CFT HRS \CLO \La WHEN D	DISC	HOW REC	MAL EFF	P/N					S/N			
N CONTRACTOR		S/N		TIPID					TIMANH	ours		
TATUS SYS DATE	NO	TIME	pin	DATE			TIME			ACFT HR	S	
A 600+14	113	1400		ROUNDS			ACTION C	ODE		WUC		
#7711-11-	itus;	e anoites	Hays of	ACTION								
# 7711 - Floor	icui: mitom	estions of tell in a	od Moudo	100000	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
#2011 Cooler 2107 19-107 But flow for	ouction	BHOWREC	MALEFF	y	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
#2011 Cooler 2107 19-107 But flas for	ouction	as in Aut	O - Moudo	PID	CAT	HRS	PID	CAT			CAT	HRS
#2011 Cooler 2107 19-101 But flow for OFTHER US.1 WHENE	mot i m	HOW REC	O - Moudo	PID	CAT	HRS	PID	CAT	S/N			HRS
#2010 But flag for	ouction	HOW REC	MALEFF	PID PIN TIPID	CAT	HRS			S/N	ours		HRS
ACET HRS 65.1 WHEN E	DISC NO	HOWREC S/N TIME	MAL EFF	PID PIN TIPID DATE	CAT	HRS	TIME		S/N	OURS ACFT HR		
#2011 But flag for status sys Date 5 Nov14 FAULTS REMARKS LOOD BUT FOR STATUS SYS DATE 5 Nov14	DISC NO	HOWREC S/N TIME 2320	MALEFF IPIN	PID PIN TIPID DATE ROUNDS ACTION			TIME ACTION (CODE	S/N TI MANH	OURS ACFT HR WUC	s	HRS
PN STATUS SYS DATE 5 No. 14 FAULTS REMARKS	DISC NO	HOWREC S/N TIME	MAL EFF	PID P/N TIPID DATE ROUNDS ACTION			TIME ACTION (CODE	S/N TI MANH	OURS ACFT HR WUC	s	

AIRCRAFT SERIAL NUMBER			2 MODEL	2	DATE				4 PAGE		
1027030		-	C27J		¢	0.0	W- 14	1		2	
PART I - FAULT IN	FORMATION				PAI	RT II - CO	RRECTING	INFORMA	TION		
STATUS SYS DATE NO	1200	PID	DATE Z	DEL		TIME (ODE	5	ACFT HR WUC	s 149	6
FAULTS REMARKS IAPU DRIN MOST ST	and broad	Ken off	ACTION	Resid	ously	4	7 6	Supli	ad c	اعادا	tey
			PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS 127,5 WHEN DISC	HOW REC	MAL EFF	P/N	_	_		1	S/N			
P/N	S/N		TIPID					TIMANHO	DURS		
STATUS SYS DATE NO	TIME	PID	DATE			TIME			ACFT HR	S	
FAULTS REMARKS VUL Badio clops K	1500 + x-m++	or	ACTION	8		ACTION	CODE		wuc		
FAULTS DEMARKS		or		CAT	HRS	ACTION O	CAT	HRS	WUC PID	CAT	HRS
FAULTS REMARKS VULL Badio clops KA MRCIRUR	* x-m#+		ACTION	CAT	HRS					CAT	HRS
FAULTS REMARKS VULL Badio Clops M PROJECT ACFTHRS 142, B WHEN DISC		MALEFF	ACTION	CAT	HRS			HRS S/N TI MANHO	PID	CAT	HRS
FAULTS REMARKS VULL Badio clops M PRC. RUR ACFT HRS 142, B WHEN DISC PIN	t x-m++		PID P/N	CAT	HRS			S/N	PID		HRS
FAULTS REMARKS VULL Badio clops M PROJECT ACET HRS 142, B WHEN DISC PIN	HOWREC SIN	MAL EFF	PID P/N TIPID	CAT	HRS	PID	CAT	S/N	PID		HRS
FAULTS REMARKS VULL Badio Clops M PROJECT ACFTHRS 142, 8 WHEN DISC. PIN	HOWREC SIME 1500	MAL EFF	PID P/N TIPID DATE	CAT	HRS	PID	CAT	S/N	PID DURS ACFT HR		HRS
FAULTS REMARKS VULL Badio Clops MA PROCERCE ACETHRS 142. B WHEN DISC PIN STATUS SYS DATE NO FAULTS REMARKS TCAS FILL OWN FORCE	HOWREC SIME 1500	MAL EFF	PID P/N TIPID DATE ROUNDS	CAT	HRS	PID	CAT	S/N	PID DURS ACFT HR		HRS
FAULTS REMARKS VULL Badio Clops MA PROCERCE ACETHRS 142. B WHEN DISC PIN STATUS SYS DATE NO FAULTS REMARKS TCAS FILL OWN FORCE	HOWREC SIME 1500	MAL EFF	PID PIN TIPID DATE ROUNDS ACTION			PID TIME	CODE	S/N TI MANHO	PID DURS ACFT HR: WUC	S	

DA FORM 2408-13-1, OCT 97 A FORM 2408-13-1, OCT 91, MAY BE USED AIRCRAFT INSPECTION AND MAINTENANCE RECORD For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

PART I - FAULT	NFORMATIO	N		PAR	TII-	CORR	ECTIN	IG INFO	DRMAT	ION	
STATUS SYSA DATE NO	TIME O O	pin	DATE			TIME			ACFT HR	5	
STATUS SYS DATE NOVIH NO	1/30	34	ROUNDS			ACTION C	ODE		wuc		
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THE ENGIFE	CE 1	HAS NEC	K								
de la constantina			PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS 1983 WHEN DISC	HOW REC	MAL EFF	P/N	1				S/N	1		_
P/N	S/N		TIPID					TIMANH	DURS		
	TIME	pin	DATE			TIME		-	ACFT HR	ŝ	
STATUS SYS DATE NO	1230		ROUNDS			ACTION (CODE		WUC		
FAULTS REMARKS HAS A CRACK FOR THE STATE OF THE STATE O	A ED	MAL EFF	PID	CAT	HRS	PID	CAT	HRS S/N	PID	CAT	HRS
P/N	S/N	HAVE ELL	TIPID					TIMANH	DURS		
	TIME	PID	DATE		_	TIME		THE STORY	ACFT HR	5	
STATUS SYS DATE DATE NO	1145		ROUNDS			ACTION (CODE		wuc		
FAULTS REMARKS TK LV4 SE TLEUMSMATES	NS FA	Marke	ACTION 145								
			PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
71 - 47											
			P/N					S/N			
ACFT HRS 1415.3 WHEN DISC	HOW REC	MAL EFF	PIN					S/N			

AIRCRAFT SERIAL NUMBER			2 MODE	L	3	DATE	. 47. 1			4 PAGE	Series .	
1027030			C27J		-3	4	De	419			3	
PART I – FAULT IN						PAI	RT II - CO	RRECTING	INFORMA	TION		
STATUS SYS DATE DATE NO	TIME 40	PID		DATE			TIME			ACFT HR	s	
1	, 0			ROUNDS			ACTION (CODE		WUC		
ALAWS 1	ES MITT	ANTA		ACTION								
				PID	ÇAT	HRS	PID	CAT	HRS	PID	CAT	HR:
ACFT HRS 149. WHEN DISC	HOWREC	MAL EFF		P/N					S/N			
PIN	S/N	The way (TIPID					TI MANHO	TURS		_
STANUS SYS DATE DATE NO	JODO 6	pin 🙉		DATE	Dist	14	TIME .	290	100000000000000000000000000000000000000	_	s 149	.1.
/ A . B 1/20/(18/1°/)	3. 43 (7.7.7.										- 1-1-1	VCD.
		1260		ACTION	TL		ACTION		D-Web	wuc	W 10	275
		12260		ACTION	CAT				HRS	1	CAT	
AULTS REMARKS GUSS LOCAS				PID SL7434		0C)	5 7	Seve	HRS	· A		
AULTS REMARKS	INST	MALEFF		ACTION		0C)	5 7	Seve	HRS S/N	PID	CAT	
AULTS REMARKS ACFT HRS WHEN DISC VIN STATUS SYS DATE NO	HOWREC SIN TIME			PID SL743 PIN TIPID	CAT	HRS	PID	Seve	HRS S/N	PID DURS , 2	CAT	HR
ACFT HRS WHEN DISC O'N STATUS SYS DATE A DI DEC 14	100 STA	MAL EFF		PID SL 7434	CAT	HRS	5 7	CAT	HRS S/N	PID DURS , 2	CAT	HR
ACFT HRS WHEN DISC WHEN DISC WASTATUS SYS DATE A DI DEC 14	HOW REC SIN TIME 0700	MAL EFF		PID ST743 P/N TIPID DATE O/ A ROUNDS ACTION	CAT	HRS	PID TIME &	CAT	HRS S/N TI MANHO	PID DURS 12	CAT	HR
ACFT HRS 199 WHEN DISC WHEN DISC	HOWREC SIN TIME 0700	MALEFF PIO TIZZ(X		PID 7434 PIN TIPID DATE O/ A ACTION PID PID	CAT	HRS	PID TIME & ACTION C	CAT CAT	HRS S/N TI MANHO	PID DURS , Z ACFT HRS	CAT	HRS
AULTS REMARKS OCFT HRS 144 WHEN DISC WHEN DISC WHEN DISC AULTS REMARKS OLIC COOLER EXTER	HOW REC SIN TIME 0700	MAL EFF		PID S-7434 PIN TIPID DATE O/ ACTION	CAT	HRS	PID TIME & ACTION C	CAT CAT	HRS S/N TI MANHO	PID DURS 1/2 ACFT HRS	CAT	HR

	F	PART I - FA	ULT IN	FORMATIO	N		PAR	T 11 - 0	CORR	ECTIN	G INFO	ORMAT	ION	
STATUS	SYS	DATE	NO	TIME	PID	DATE	nee	14	TIME C	140		ACFT HR	144	6
A		OI DEC 14		0700		ROUNDS			ACTION C	-		wuc		
FAULTS RE	EMARKS 155 - 1	ZEV A	ALER	ON BE	LORANK	ACTION	upes	走						
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
		Lucien	0/00	Liouence	MAL EFF	P/N					S/N			
	149,0	WHEN	DISC	HOW REC	IMAL EFF	TIPID	_	_		_	TIMANH	OURS		
P/N	Tavia	0.175	NO	TIME	PID	DATE		-	TIME	_	11 110 (41)	ACFT HR	S	
STATUS	SYS	1 DEC14	NO	2030		ROUNDS	_		ACTION (CODE		WUC		
			Mr. bl	The CONTI	Ian			-						
	W	ITA AM	othec		AFT. (CON		CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS	W	ITA AW	othec	A ACCA	TON MALEFF	P/N	CAT	HRS	PID	CAT	S/N		CAT	HRS
P/N	W	TH AW	DISC DISC	HOW REC	MAL EFF	P/N TIPID	CAT	HRS		CAT		OURS		HRS
P/N	W	ITA AM	othec	A ACCA	AFT. (Con	P/N TIPID DATE	CAT	HRS	TIME		S/N	OURS ACFT HR		HRS
P/N	SYS LEMARKS	DATE DATE	DISC NO	HOWREC SIN TIME	MAL EFF PID	P/N TIPID	CAT	HRS			S/N	OURS		HRS
P/N STATUS	SYS LEMARKS	DATE DATE	DISC NO	HOW REC S/N TIME	MAL EFF PID	P/N TIPID DATE ROUNDS	CAT	HRS	TIME		S/N	OURS ACFT HR		
	SYS SYS EMARKS	DATE DATE DATE DATE DATE DATE	NO TO	HOWREC SIN TIME	MAL EFF PID	PIN TIPID DATE ROUNDS ACTION			TIME ACTION	CODE	S/N TI MANH	OURS AGET HR WUC	s	HRS
P/N STATUS	SYS SYS EMARKS	DATE DATE	NO TO	HOWREC SIN TIME	MAL EFF PID	P/N TIPID DATE ROUNDS ACTION			TIME ACTION	CODE	S/N TI MANH	OURS AGET HR WUC	s	

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-		PART	- FAULT IN	FORMATION	C2	1	-		OV I		INFORMA	TION		
ASX	SYS	DATE	7	TIME	PID	DATE 26	Varie		TIME	unco into	IN ORMA	ACFT HR	s	
X	A	22 SEP 14		0900		ROUNDS	2014		ACTION C	ODE		wuc		
Airwor				ft in acco I 30 JUN 20			2							
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS	40.9	WHE	N DISC	HOW REC	MAL EFF	P/N	4				S/N		1	
P/N				S/N	The same	TIPID					TI MANH	OURS		
STATUS	SYS	DATE	NO	TIME	PID	DATE AL	Moule	4 1	TIME			ACFT HR	s	
	A	22 SEP 14		0900		ROUNDS			ACTION O	CODE		wuc		
				J-28-A001	er disengage		.=							
	ordan	ce with AS	B-C27	'J-28-A001.		ea	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
in acco		ce with AS		/J-28-A001.		0		HRS	PID	CAT	S/N	+	CAT	HRS
in acco	40.9	CE WITH AS	B-C27	J-28-A001.	MAL EFF	PID P/N TIPID	CAT		PID	CAT	-	+	CAT	HRS
in acco	40.9	CE WITH AS	N DISC	J-28-A001.		PID PIN TIPID DATE Y	CAT		PID	CAT	S/N	+		HRS
ACFT HRS	40.9	WHE DATE 22 SEP 14	N DISC	J-28-A001. HOW REC S/N TIME 0900	MAL EFF	PID PIN TIPID DATE Y ROUNDS	CAT				S/N	ours		HR
ACFT HRS PIN STATUS FAULTS.REN accord 2013.	40.9	DATE 22 SEP 14	N DISC	HOW REC S/N TIME 0900	MAL EFF	PID PIN TIPID DATE OR ROUNDS ACTION	CAT		TIME		S/N	OURS ACFT HR		
ACFT HRS PN STATUS FAULTS.REA accord 2013.	40.9 SYS A WARKS Ir	DATE 22 SEP 14 spect extra with PD-1	N DISC	HOWREC SIN TIME 0900 AC power at vision B, da	MAL EFF CCESS door ated 22 MA	PID PIN TIPID DATE OF ROUNDS IN ACTION R	CAT		TIME ACTION O	CODE	S/N TI MANHO	OURS ACFT HR WUC	s	HRS
ACFT HRS PIN STATUS FAULTS.REN accord 2013.	40.9	DATE 22 SEP 14 spect extra with PD-1	N DISC	HOW REC S/N TIME 0900	MALEFF	PID PIN TIPID DATE NATION ROUNDS	CAT		TIME ACTION O	CODE	S/N TI MANH	DURS ACFT HR WUC	s	

PART I - FAULT	INFORMATIO	N		PAR	T II –	CORR	ECTIN	G INFO	RMAT	ION	·
TUS SYS DATE NO	TIME	PID	DATE 24	NoJ/	4	TIME /	3 45		ACFT HR	147,3	3
A 24N014	1145		ROUNDS		-/	ACTION C	ODE		WUC	7 22 7	
TS.REMARKS Daily Inspection	Required.			ompt	eteo						
			PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
HRS /47,3 WHEN DISC	HOW REC	MAL EFF	F					S/N		-	
	S/N		TIPID			1000		TI MANH			
US SYS DATE NO		BID	ROUNDS	NOV 14		ACTION O	ODE	_	ACFT HR	S	_
TS.REMARKS	1400				_	ACTION	JODE		14400		-
FREMARKS #20;1000= +99-100, But flap fu Manual	nations in d	futo and	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
THRS 651 WHEN DISC	HOW REC	MAL EFF	P/N					S/N			
2 - 2 - 2 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -	S/N		TIPID					TI MANH	_		
TUS SYS DATE NO.		PIN	ROUNDS	Nov14		TIME ACTION (2005		ACFT HR	S	-
				1 047	Lune	Lon	CAT	Lupe	I pin	CAT	LIB
TISREMARKS LOAD MOSTER OR Missing THRS 130,2 WHEN DISC	HOW REC	MAL EFF	P/N	CAT	HRS	PID	CAT	HRS S/N	PID	CAT	HR
	HOW REC	MAL EFF		CAT	HRS	PID	CAT			CAT	HR
HRS 130,2 WHEN DISC	HOW REC	MAL EFF	P/N	CAT	HRS	PID	CAT	S/N		CAT	HR
HRS 130,2 WHEN DISC	HOW REC	MAL EFF	P/N	CAT	HRS	PID	CAT	S/N		CAT	HR
HRS 130,2 WHEN DISC	HOW REC	MAL EFF	P/N	CAT	HRS	PID	CAT	S/N		CAT	HR

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1027030			27J		101	1 VZV	4			7	
PART I – FAULT IN	FORMATION				PAF	T 11 - COF	RRECTING	INFORMA	TION		
TATUS SYS DATE NO	TIME	PID	DATE 2	Nov H		TIME			ACFT HR	s	
14 12NON17	1200	FE 17	ROUNDS			ACTION C	ODE		WUC		
AUTS. REMARKS APU DROVIN MOST SI	hroud Brol	Kenoff	C	F							
			PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
CFT HRS 1.37, 5 WHEN DISC	HOW REC	MAL EFF	IP/N					S/N		-	
IN .	S/N		TIPID	- ±25				TI MANH	OURS		
STATUS SYS DATE 14 NOV14 NO	TIME	PID	DATE 26	by14		TIME			ACFT HR	s	
111 114 NOVIT	1500		ROUNDS			ACTION C	ODE	- 3	wuc		
Vu 4 Radio Inop, dos Recie	es not x	-mittod	ACTION	K.	an y	#1 14		* 1			Ĭ
Vu4 Radio Inop, dos Recieve	es not x	-mitt on		CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
Vu 4 Radio Inop, don Recieve	es not x	MAL EFF	<u>و</u>	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
AULIS REMARKS VIU 4 Radio Inop, dos Recieve CETHES 142, 8 WHEN DISC			PID PIN TIPID		HRS	PID	CAT			CAT	HRS
AULIS REMARKS VIU 4 Radio Inop, dos Recieve CETHES 142, 8 WHEN DISC	HOW REC		PID		HRS	PID	CAT	S/N			HRS
Recieve NOTHERS 142, 8 WHEN DISC PARTY SYS, DATE 147 NOV /4 NO	HOW REC S/N TIME /50D	MAL EFF	PID PIN TIPID DATE 21 ROUNDS		HRS			S/N	ours		HRS
Recieve CET HRS 42, 8 WHEN DISC ON 14 NOV	HOWREC SIN TIME 1500 Reset in	MAL EFF	PID P/N TIPID DATE ALL ROUNDS ACTION	ьv14		TIME ACTION O	CODE	S/N TI MANH	ACFT HR WUC	s	
Recieve CFT HRS 142, 8 WHEN DISC IN TAUS SYS, DATE 14 NOV / NO 14 NOV /	HOWREC SIN TIME 1500 Reset in	MAL EFF	PID PIN TIPID DATE DIP ROUNDS ACTION	bv 14	HRS	TIME		S/N	OURS ACFT HR		
Recieve ACFT HRS 142, 8 WHEN DISC POIN STATUS SYS DATE 14 NOV 14 NO FAULTS. REMARKS TCAS fail, Can Fault care, 34430	HOWREC SIN TIME 1500 Reset in	MAL EFF	PID P/N TIPID DATE ALL ROUNDS ACTION	ьv14		TIME ACTION O	CODE	S/N TI MANH	ACFT HR WUC	s	HRS
Recieve CETHERS 142, 8 WHEN DISC IN STATUS SYST DATE 14NOV/4 NO Faultcase, 34430	HOWREC SIN TIME 1500 Reset in	MALEFF PIN 3 Plight	PID PIN TIPID DATE DIPIN ROUNDS ACTION PID	ьv14		TIME ACTION O	CODE	S/N TI MANH	ACFT HR WUC	s	

PART I	FAULT IN	FORMATIO	N	P	ART II -	CORR	ECTIN	G INFO	RMAT	ION	
TUS SYS DATE	NO	TIME	r-	DATE 24 NOV	4	TIME			ACFT HR	3	
A 21100U	1- 1	1130		ROUNDS		ACTION C	ODE		WUC		
#2Emg,#5E Face	slade ha	as wick a	n Alade	CIF PID C	AT HRS	PID	CAT	HRS	PID	CAT	HR
		Towns at					7-1	= 2			
THRS 1453 W	EN DISC	HOW REC	MAL EFF	P/N TIPID				S/N TI MANH	1100	-	
TUS SYS DATE	NO	TIME	PID	DATE 26 NOV	14	TIME		III MANH	ACFT HR		_
TS REMARKS #2 Eng & W each FUD	4	1230	-	POLINDS		ACTION C	ODE		wuc		
~ 11 1											
Marked:		HOW REC	MAL EFF		AT HRS	PID	CAT	HRS S/N	PtD	CAT	HRS
THRS 145.3 WH	EN DSC	HOW REC	MAL EFF	P/N TIPID		PID	CAT	HRS S/N TI MANH		CAT	HR
THRS 145.3 WH	EN DSC	HOW REC		PIN TIPID DATE SU No ROUNDS ACTION		TIME ACTION C		S/N			HR
THRS 145.3 WHATE SYSTEMATICS SYSTEMATICS SYSTEMATICS LYLL ILLUMINATES	ENDSC	HOWREC SIN TIME 1145 ACA MIANNY HOWREC	PID INS	PIN TIPID DATE SIL NOT ROUNDS ACTION	114	TIME ACTION C	ODE	S/N TI MANHO	ACFT HRS		

AIRCRAFT	SERIAL NUI	MBER			2. MO	DEL	3.	DATE			11	4. PAGE		
-		1027030			C27	7J		2	6N1	011	-/	3		
1		PART I - FA	ULT INFOR	MATION			-	PAR	RT II - COF	RECTING	INFORMA	TION		
STATUS	SYS		NO	TIME	Pin	DATE 26	NOV	114	TIME 2	930)	ACFT HR	147.	3
13	A	29NO0514		1500		ROUNDS			ACTION C	ODE		WUC		
FAULTS REM	ARKS Ainl	brow Gus	s+ 2	Deks ;	installed				_		5-Z-2	QCD 69		
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS	145.5	NHEN DIS	C	HOW REC	MAL EFF	P/N					S/N			-
P/N	1 1010	1		S/N	1000000		630	0011	13		TI MANH	OURS		
STATUS	SYS	DATE	NO	TIME	Pin	DATE 21	JEV 14		TIME			ACFT HR	5	
	10	m										_		
FAULTS.REI	MARKS	26Nov14 VK LVL amittent	5875	fail	ACAVS	ACTION	F		ACTION C	CODE		WUC		
FAULTS REF	MARKS	VK LVL amittent	sens		ACAVS	ACTION	CAT	HRS	ACTION C	CAT	HRS	PID	CAT	HRS
RI-	MARKS	VK LVL	sens	fail HOWREC	ACAUS MALEFF	PID P/N		HRS			S/N	PID	CAT	HRS
ACFT HRS	WARKS + TAI Fat	VK LVL amittent	584S	Fail HOWREC S/N	MAL EFF	PID		HRS	PID			PID		HRS
ACFT HRS	MARKS	VK LVL amittent	sens	fail HOWREC		PID P/N TIPID DATE		HRS	PID	CAT	S/N	PID OURS ACFT HR		HRS
RI	WARKS TAI TAI TAI	VK LVL amittent	584S	Fail HOWREC S/N	MAL EFF	PID P/N TIPID DATE ROUNDS		HRS	PID	CAT	S/N	PID		HRS
ACFT HRS P/N STATUS	WARKS TAI TAI TAI	VK LVL amittent	584S	Fail HOWREC S/N	MAL EFF	PID P/N TIPID DATE		HRS	PID	CAT	S/N	PID OURS ACFT HR		
ACFT HRS PPIN STATUS FAULTS REI	WARKS TAI TAI TAI	VK LVL Transformittent WHEN DIS	SE15	Fail HOW REC SIN TIME	MAL EFF	PID P/N TIPID DATE ROUNDS ACTION	CAT		PID TIME ACTION 0	CAT	S/N TI MANH	PID OURS ACFT HR:	S	
ACFT HRS P/N STATUS	WARKS TAI TAI TAI	VK LVL amittent	SE15	Fail HOWREC S/N	MAL EFF	PID P/N TIPID DATE ROUNDS ACTION	CAT		PID TIME ACTION 0	CAT	S/N TI MANH	PID OURS ACFT HR: WUC	S	HRS

1. AIRCRAF	T SERIAL N		7030		2. MODE		3	DATE 24	Nov	14		4. PAGE	1	
	7.60	PART I	FAULT INFO	DRMATION			1	PAF	RT II - COF	RECTING	INFORMAT	TION	-	
- 20	SYS	DATE		TIME	PID	DATE 15	UDVIL	4	TIME			ACFT HR	s	
W	Α	22 SEP 14		0900		ROUNDS			ACTION C	ODE		wuc		
Airwor		Operate a s Release			ordance with 014 R3.		CF							
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS	40.9	WHEN	DISC	HOW REC	MAL EFF	P/N	1		-	-	S/N			
P/N				S/N		TIPID			-		TI MANHO	DURS		
STATUS	SYS	DATE	NO	TIME	PID	DATE 2	Nos	14	TIME		- 7	ACFT HR	s	
												Total and a second		
		22 SEP 14 uel/Defuel ce with ASI			r disengaged	ROUNDS ACTION	1F		ACTION C	CODE		wuc		
in acco	MARKS F	uel/Defuel ce with ASI	3-C27J	cuit breake I-28-A001.		ACTION (CAT	HRS	ACTION C	CAT	HRS	PID	CAT	HRS
in acco	MARKS F	uel/Defuel	3-C27J	cuit breake		PID P/N	CAT				S/N	PID	CAT	HRS
ACFT HRS	MARKS F ordand	uel/Defuel ce with ASI	3-C27J	HOWREC	MALEFF	PID PIN TIPID		HRS	PID			PID		HRS
in acco	40.9	uel/Defuel ce with ASI	3-C27J	cuit breake		PID PIN TIPID DATE 25	CAT	HRS	PID	CAT	S/N	PID DURS ACFT HR		HRS
ACFT HRS P/N STATUS	40.9	WHEN DATE 22 SEP 14 aspect exte	Disc NO	HOW REC SN TIME 0900 C power a	MALEFF	PID PIN TIPID DATE 25 ROUNDS ACTION		HRS	PID	CAT	S/N	PID		HRS
ACFT HRS PIN STATUS FAULTS REF	40.9	WHEN DATE 22 SEP 14 aspect exte	Disc NO	HOW REC SN TIME 0900 C power a	MALEFF DIN CCESS door in	PID PIN TIPID DATE 25 ROUNDS ACTION		HRS	PID	CAT	S/N	PID DURS ACFT HR		
ACFT HRS PNI STATUS FAULTS.REI	40.9	WHEN DATE 22 SEP 14 aspect exte	Disc NO	HOW REC SN TIME 0900 C power a	MALEFF DIN CCESS door in	PID PIN TIPID DATE 25 ROUNDS ACTION	Nov1	HRS	PID TIME ACTION C	CAT	S/N TI MANHO	PID DURS ACFT HR WUC	s	HRS
ACFT HRS PNI STATUS FAULTS.REI	40.9	WHEN DATE 22 SEP 14 INSPECT EXTE	NO rnal A0	HOW REC SN TIME 0900 C power a	MALEFF DIN CCESS door in	PID PIN TIPID DATE 25 ROUNDS ACTION	Nov1	HRS	PID TIME ACTION C	CAT	S/N TI MANHO	PID DURS ACFT HR WUC	s	

	PART I - FAULT	INFORMATIO	ON		PAR	T II —	CORRI	ECTIN	G INFO	RMAT	ION	
SYS	DATE NO		PID	DATE AND	NOU 1	/	TIME 2	300		ACFT HR	195	3
	MNOW MY	2205		ROUNDS			ACTION C	ODE		WUC		
ILTS.REMARKS [Daily Inspection	Required.		ACTION	mpl	jul		ï				
				PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
FT HRS 14	515 WHEN DISC	HOW REC	MAL EFF	P/N	4		_		S/N	-		
11114		S/N	112	TIPID					T) MANHO	OURS		
	DATE NO	TIME	lein	DATE 25	VOL	14	TIME			ACFT HR	S	
ATUS SYS,	OSOUTH	1400		ROUNDS			ACTION C	ODE		wuc		_
er 99-10 National	oil Custor ! O But Hap	for About	in dut t	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
				JL74	34					1		
CFT HRS 65	, / WHEN DISC	HOW REC	MAL EFF	P/N	,				S/N	OUDC.		
/N	12	S/N	PID	DATE 2	C	14	TIME		TI MANH	ACFT HR	e	_
TATUS SYS	C.Salur y	23.52	IPID	DATE	NON	17	ACTION (ODE		WUC	.5	
FT HRS A S	WHEN DISC	HOW REC	MAL EFF	P/N				_	S/N	OURS		
DEVEDEE	OF DA FORM 24	S/N	07	TIPID	_		_		TI MANH	ours		
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	1027030		C27J			241	bv.	14		1	2	
	PART I - FAULT INF	FORMATION		- 7 7			2		INFORMAT	TION	•	
STATUS SYS DATE		TIME	PID	DATE 15	Nov	14	TIME			ACFT HR	s	-Y
A les	district 14	1200		ROUNDS		_	ACTION C	ODE		WUC		
OFF	dian n	that shy	and Amboh		F							
				PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
ACFT HRS 137.5	WHEN DISC	HOW REC	MAL EFF	P/N				-	S/N	_		-
YN .		S/N	7,00	TIPID			7		TI MANHO	OURS	-2-40	
STATUS SYS DATE		TIME	lain	DATE 25	Newl	4	TIME			ACFT HR	s	
	1 All m 2 2 2 2					•	53003.09	A. T. A. S				
AULTS.REMARKS	the Jag	ASOU o , olors	int was	ACTION C	F		ACTION C	ODE		wuc		
AULTS REMARKS	nes Nassing		- cut reprin	ACTION	F CAT	HRS	PID PID	CAT	HRS	PID	CAT	HE
AULTS REMARKS VW9 NAC	nes Nassing		MALEFF	ACTION					HRS		CAT	HF
AULTS REMARKS	est sing	o, observ	4-2-3-	PID						PID	CAT	н
CET HRS 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	WHEN DISC	HOW REC S/N TIME	4-2-3-	PID	CAT	HRS			S/N	PID		HF
AULTS REMARKS V UN 9 CFT HRS 1 4 2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	WHEN DISC	HOW REC	MAL EFF	PID TIPID DATE 25	CAT	HRS	PID	CAT	S/N	PID		н
AULTS REMARKS CFT HRS 1	WHEN DISC	HOW REC S/N	MAL EFF	PID TIPID DATE 231 ROUNDS ACTION	CAT	HRS	PID TIME ACTION C	CAT	S/N TI MANHO	PID DURS ACFT HR: WUC	S	
AULTS REMARKS CET HRS 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	WHEN DISC	HOW REC S/N	MAL EFF	PID TIPID DATE 25	CAT	HRS	PID	CAT	S/N	PID DURS ACFT HR		
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	PART I - F	AULT IN	FORMATION	N		PART II	- CORR	ECTIN	G INFO	RMAT	ION	
TATUS SYS	DATE 17 Nov 14	NO	0945	DID	DATE /7/	50014	TIME)	50C)	ACFT HR	145	3
ULTS.REMARKS YmphtH	AFH LA		ear check	oue.	PID PID	eck CJ A 423.5	123 423 43 PID	A W	10-2 e200	Canb	2-2 Ising AH	SO HR
FT HRS 1115	/) WHE	DISC	HOW REC	MAL EFF	P/N	,		-	S/N	_		
N O			S/N		TIPID	2		707	TI MANHO			
SYS	17 Nov/	NO.	1700	nin		VOV 14	Lames.	800			s 14/5	
CFT HRS 195	.3 WHE	DISC	HOW REC	MAL EFF	PID PIN	KNS ED	RS PID	CAT	HRS	PID	CAT	HR
P/N			S/N	Taxa-	TIPID				TI MANH			_
								100		IACET HR	s 145	- 3
Daily (DATE 19 Nov H Applate I			PID	PID	Tonglade	ACTION ACTION		HRS	WUC	CAT	HR
CETTHRS 145, 3	MNOVA Apolate I	posc doc	HOW REC	MAL EFF	ACTION	Tonglade	ACTION	CODE	HRS S/N TI MANHO	PID		
AULTS REMARKS ALLY ACET HRS 145, 3	MYNOVH Jadonte I	posc doc	HOW REC	MAL EFF	ROUNDS ACTION PID	Tonglade	ACTION	CODE	S/N	PID		

ACTION	ONON	PAR 114	ACTION C	POOL CODE	0	ACFT HRS	1	
ACTION To	stol ANT	114 Ved	ACTION C	CODE	0	ACFT HRS	1	
ACTION To	stol ANT	led	ACTION O	CODE		WUC	1	
ACTION To	stol ANT	led	cl	ick	Par		1	
In In	AW T				Par	Lih	0	
51	AW T				Par	-000	35-2	
	1	01-					200	
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RELATED MAINTENANCE ACTIONS RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

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					uit breake J-28-A001.	r disengaged	ACTION C F								
in acco	ordan	ce with	ASB	-C27.	J-28-A001.		PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
in acco		ce with		-C27.	J-28-A001.		PID P/N	CAT	HRS	PID	CAT	S/N		CAT	HRS
ACFT HRS	ordan 40.9	ce with	ASB	-C27	J-28-A001.	MAL EFF	PID P/N TIPID				CAT		ours		HRS
	40.9	DATE	ASB WHEN D	-C27.	HOW REC		PID PIN TIPID DATE / 3	CAT		TIME		S/N	OURS ACFT HR		HRS
ACFT HRS	40.9	DATE 22 SEF	ASB WHEN D	ISC NO	HOW REC SAN TIME 0900	MAL EFF	PIN TIPID DATE / 3, ROUNDS					S/N	ours		HRS
ACFT HRS PPIN STATUS FAULTS.REI ACCOTO	40.9 SYS A MARKS II	DATE 22 SEF	WHEN D	ISC NO	HOWREC S/N TIME 0900	MAL EFF	PID PIN TIPID DATE / 3. ROUNDS ACTION			TIME		S/N	OURS ACFT HR		
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ACFT HRS P/IN STATUS	40.9 SYS A MARKS II	DATE 22 SEF	WHEN D	NO NO Rev	HOWREC S/N TIME 0900	MAL EFF	PID PIN TIPID DATE / 3. ROUNDS ACTION L F	עפע ו	y	TIME ACTION (CODE	S/N TI MANH	ACFT HR:	S	

	PART I -	FAULT IN	FORMATION	1		PAR	r 11 – 0	CORR	ECTIN	G INFO	RMAT	ION	
TUS SYS	DATE	NO	TIME	PtD	DATE 12A	20 V 14	- 11	TIME /	370		ACFT HR	137	.5
A	12 NOV 14	1	1330		ROUNDS	200 200	11	ACTION C			wuc		
LTS.REMARKS	Daily Inspe	ection Re	equirea.		PID	CAT	n. HRS	PID	CAT	HRS	PID	CAT	HR
		- 10/12				45.1							
THRS 137	,5 WH	EN DISC	HOW REC	MAL EFF	P/N T(PID					S/N TI MANHO	V 1DC		
TUS SYA	DATE	INO	S/N TIME	PID	DATE /3	130./1	u	TIME	_	III MANHO	ACFT HR	s	_
TUS SYS	1 WDC+				ROUNDS	2001		ACTION C	CODE		wuc		
+ 99	7-100° B	ut 7	up tun	CHOME 1.	CF								
1-01-	- Manua	1		tian stay ctsons in	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
		IEN DISC	HOW REC	MAL EFF	P/N	CAT	HRS	PID	CAT	S/N		CAT	HR
rHRS 6	5.1 lw	EN DSC	HOW REC	MAL EFF	P/N TIPID				CAT		ours		HR
THRS 6	5.1 m bate 5 Nov uster G	I 4 NO	HOW REC SIN TIME 2230	MALEFF PID -	PAN TIPID DATE /3 ROUNDS ACTION PID			PID TIME ACTION (S/N TI MANHO			
THRS GOTTUS SYS FLTS. REMARKS	5.1 m DATE 5 NOV uster G	NO NO RENDISC	HOW REC	MALEFF PID -	PIN TIPID DATE /3 ROUNDS ACTION LF	NOUIH		TIME ACTION (CODE	S/N TI MANHO	ACFT HR WUC	s	HR
THRS 6	5.1 m DATE 5 NOV uster G	NO NO RENDISC	HOW REC S/N TIME 2220 On O2 //4	MALEFF PID -	P/N TIPID DATE /3 ROUNDS ACTION LF PID	NOUIH		TIME ACTION (CODE	S/N TI MANHO HRS	ACFT HR WUC	s	
THRS 6	5.1 m DATE 5 NOV uster G	NO NO RENDISC	HOW REC S/N TIME 2220 On O2 //4	MALEFF PID -	P/N TIPID DATE /3 ROUNDS ACTION LF PID	NOUIH		TIME ACTION (CODE	S/N TI MANHO HRS	ACFT HR WUC	s	

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P	ART I - FAULT INF	ORMATION				PAF	RT II - COF	RECTING	INFORMAT	TION	-	
STATUS SYS DATE	NO NO	TIME	PID	DATE /2	NOVI	4	TIME			ACFT HR	s	
A 600	579	1400		ROUNDS		,	ACTION C	CODE		wuc		
FAULTS. REMARKS AD OIL C STAYS AT FUNCTION	99-100	FLAP BUT F	LAP	ACTION	CF							
FUNCTION.	SIN	ACTU+	MANUAL	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
ACFT HRS 65.1	WHEN DISC	HOW REC	MAL EFF	P/N				_	S/N	1	1	
P/N		S/N	INC. L. I	TIPID					TI MANHO	OURS		=
STATUS SYS DATE	NO NO	TIME 30	PIN -	DATE 07	NOV K		TIME \	200	1	ACFT HR	s 135	9
	1 1001	11 1/1				_				1	_	_
FAULTS REMARKS	MP P	ALLET	RAIL	ROUNDS ACTION INSEE THEE	DC 1	, RE	Non	SD E	SARKE SCHOOL	WUC ELL I	700	
FAULTS, REMARKS	MP P	ALLET	RAIL	ACTION INSTE	DC 1	, RE	PAIR	SD E	HRS	-1 - 1	CAT	н
GUIDE BA BOLT NOT	MP P	ALLET	RAIL	ACTION INSPER THEAT WATH	NOE	MAL	PAIR Now For	ED E	ETTO	= IN-	301	HF
AULTS. REMARKS LEFT AA GUIDE BA BOLT NOT ACFT HRS 68./	MP P. RLEU INST	ALLET NUT ALLED	RAIL STRIPPEL	ACTION IN SPECIAL THREE PID	NOE	MAL	PAIR Now For	ED E	HRS	PID	301	нг
FAULTS. REMARKS LEFT AA GUIDE BA BOLT NOT ACFT HRS 68./	MP P. RLEU INSO	ALLED HOWRED	RAIL STRIPPEL	ACTION IN SPECIAL THREE PID PID PIN	NOR CAT	HRS	PAIR NOW FOR	ED E	HRS S/N	PID	301	
ACET HRS GRAPHS ACET TO BA BOLT NOT ACET HRS GRAPHS STATUS SYS DATE STATUS A STOCK	MP P. RRELL INST	ALLET WUT ALLED HOWREC SIN TIME 1130	RAIL STRIPPED	PID TIPID DATE OT ROUNDS	Ney I	HRS	PAIR NOW PID TIME O	CAT CAT	HRS S/N TI MANHO	PID PID DURS ACFT HR	CAT	?
AULTS REMARKS LEFT AA GUIDE BA BOLT NOT ACET HRS 68/11 STATUS SYS DATE STOCK	MP P. RRELL INST	ALLET WUT ALLED HOWREC SIN TIME 1130	RAIL STRIPPED	PID TIPID DATE OT ROUNDS	NOR CAT	HRS	PAIR NOW PID TIME O	CAT CAT	HRS S/N TI MANHO	PID PID DURS ACFT HR	CAT	?
AULTS. REMARKS LEFT AA GUIDE BA BOLT NOT ACET HRS 68/	MP P. RRELL INST	ALLET WUT ALLED HOWREC SIN TIME 1130	RAIL STRIPPED	PID TIPID DATE OT ROUNDS	NOR CAT	HRS	PAIR NOW PID TIME O	CAT CAT	HRS S/N TI MANHO	PID PID DURS ACFT HR	CAT	₹ \
FLIGHT	MP P. RLEU INST WHEN DISC 114 NO S FAU DLE DLE	ALLET NUT ALLED HOWREC SIN TIME 30 WAT AC MARINA BRS +	RAIL STRIPPED MALEFF PID TIONS REFERTS	PID PIN TOURS PID PIN TIPID DATE OT ROUNDS ACTION TROUT PID PID PID	NOR CAT	HRS HOT,	PAIR NOW PID PID ACTION OF CLEAR BACER	CAT CAT CAT CODE NESS A	HRS S/N TI MANHO N/L S ICS HRS	PID DURS ACFT HR WUC CONTT	CAT S 135.	
AULTS. REMARKS LEFT AA GUIDE BA BOLT NOT ACFT HRS 68/ PPN STATUS SYS DATE FAULTS. REMARKS OBSIC REPEATE FLIGHT	MP P. RRELL INST	ALLET WUT ALLED HOWREC SIN TIME 1130	RAIL STRIPPED	PID TIPID DATE OT ROUNDS	NOR CAT	HRS HOT,	PAIR NOW PID PID ACTION OF CLEAR BACER	CAT CAT CAT CODE NESS A	HRS S/N TI MANHO TI MANHO TI CS	PID PID PID PID PID	CAT S 135.	₹

	PART I – F	AULT II	NFORMATIO	N		PAR	T II –	CORR	ECTIN	G INF	ORMAT	ION	
SYS SYS	5 NOV/	NO	TIME	pin -	DATE 7N	DV / 5	1	_	430		_	s 130,	2
S DEMARKS		+-			ROUNDS ACTION	17.18		ACTION (WUC		-
CAS ES R	FAILS	FRE	TERMI	TENTLY	RAN					55 ar	WITH	W FA	121.
AULT	CODE	344	3013		PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
		N DISC	HOW REC	MAL EFF	P/N				-	S/N			1
laua	la rese	To a	S/N		TIPID					TI MANH	_		
sys A	5NOV	14 NO	112230	pin	ROUNDS	MOVI	4	TIME ACTION O	ODE		ACFT HR	5	
EREMARKS LOAD MASK	MASTER	ING	ICK DE	N 02	ACTION		Luca			Louis			
					// PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
HRS / 30	7.2 WHE	N DISC	HOW REC	MAL EFF	P/N					S/N			
SSSS	DATE	NO.	S/N TIME	PID	TIPID DATE /	ZNI		Tues	05	TI MANH	ACFT HR	121 0	
A	OT NOV 1	4	200		ROUNDS	CNI		ACTION C		20	WUC	5/33-7	
IRS 135	,9 WHE	N DISC	HOW REC	MAL EFF	P/N TIPID	G-80	0117			S/N TI MANH	oune		
EVERSE	OF DA FOR	M 2408-	13-1, OCT 97		TIFID	650	793		T	II MANH	JURS		

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	PART I - FAU	ILT INFORM	MATION			- 100	PA	RT II - COR			TION		
SYS			TIME	PID	DATE 10 K	DO !	4	TIME	1100	5	ACFT HRS	135	59
AULTS REMARKS	10 NOV 14		0000		ROUNDS	44.0		ACTION C	ODE		WUC		
DAILY IN	SPECTION F	(E)	(7	S HICOLDHE	Ce	SMP1	LETT	Ė					
					PID	CAT	HRS	OMA(7	CAT	HRS	PID	CAT	HRS
CFT HRS 135	9 WHEN DISC		HOW REC	MAL EFF	P/N					S/N	6 -		
N .		5.0	S/N		TIPID					TI MANH	OURS		T 1
TATUS SYS	DATE	10	TIME	PID	DATE · /2	NAV	, 14	TIME /	200		ACFT HR	s /3	7.5
				10		_					100-100-00		-
AULTS REMARKS	12 NOV 14 XPD 3	R IN	1020 10P EVEN TS (OFF 9	AFTER f on cycles)	ACTION 5)	MAG	steed	AD RE		Balo	س س		
	THI KPD	R IN	JOP EVEN	AFTER 4 ON CHOLES)	ACTION	CAT	Sta HRS			Br Lo	1	CAT	HR
	THI KPD	RESE	JOP EVEN	AFTER FON CHCLES)	ACTION S)	_	_	AD RE	oR	1	u)	CAT	HRS
CET HRS 13	オ 単(XPD 3	(LESE	JOP EVENTS (OFF 9	MALEFF	ACTION S)	_	_	AD RE	oR	HRS	PID	CAT	HR
CFT HRS 13 N 4017	7.5 WHEN DISC	RESE	JOP EVENTS (OFF 9	MALEFF	PID PIN TIPID	CAT	HRS	PID	GR CAT	HRS S/N	PID		
CFT HRS 13 N 4017	7.5 WHEN DISC	RESE	HOWREC	MALEFF	PID PIN	CAT	HRS	AD RE	CAT	HRS S/N	PID		
CFT HRS 13 IN 4017 TATUS SYS AULTS. REMARKS	7.5 WHEN DISC	(LESE)	HOW REC SAN DT - 5	MALEFF	PID PIN TIPID DATE / 2 AN ROUNDS ACTION	CAT	HRS	PID TIME /	CAT	HRS S/N	PID DURS ACFT HR		
CFT HRS 13 IN 4017 TATUS SYS AULTS. REMARKS	7.5 WHEN DISC JOS DATE IANOVIY	(LESE)	HOW REC SAN DT - 5	MALEFF	PID PIN TIPID DATE / 2 AN ROUNDS ACTION	CAT	HRS	PID TIME /	CAT	HRS S/N	PID DURS ACFT HR		7.5
OFT HRS 13 N 4017 TATUS SYS AULTS REMARKS	7.5 WHEN DISC JOS DATE IANOVIY	(LESE)	HOW REC SAN DT - 5	MALEFF	PID PID PIN TIPID PATE 12 AS ROUNDS ACTION C OU	CAT	HRS	PID TIME /	CAT	HRS SAN TI MANHO	PID OURS ACFT HR:	s /37	7.5
CFT HRS 13 IN 4017 TATUS SYS AULTS. REMARKS	7.5 WHEN DISC DATE 12NOVIY	io RQU	HOW REC SAN DT - 5	MALEFF	PID P/N TIPID DATE // AN ROUNDS ACTION	CAT	HRS	PID TIME /	CAT	HRS SAN TI MANHO	PID OURS ACFT HR:	s /37	

		PART I - F	AULT IN	FORMATIO	N		PAR	TII –	CORR	ECTIN	G INFO	DRMAT	ION	
ATVS	SYS	DATE	NO	TIME 1200	PID	DATE / /	vovi	4	TIME /			ACFT HR	13	7.5
	EMARKS			•		ACTION			ACTION C	ODE	C+1 1	[WUC	1 1 2	
	×PD	R . NOP	AFAR	R Thran	Resnts	Rat 25-4	tes?	vo t	IM atts	TAN NEW	col A	noci	12	
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
FT HRS	137	S WHEN	DISC	HOW REC	MAL EFF	PIN				-	S/N			
N -	1210	1111111	1	S/N	mark to 1		V3	53	9	1	TI MANH	OURS		
TATUS	SYS	DATE	NO	TIME	PID		Noul	-	TIME			ACFT HR	5	
\leq	EMARKS	12 NO U14	ł L	1200		ROUNDS			ACTION C	ODE		wuc		
					okan okf	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
CFT HRS	137	5 WHEN	DISC	HOW REC	MAL EFF	P/N					S/N			
N	Tayle	Town.	lue	S/N	Tour	TIPID					TI MANH	_		
TATUS	SYS	DATE	NO	TIME	PID	ROUNDS			ACTION C	ODE		ACFT HR	5	
			1		The second second									
N		OF DA FORM		HOW REC S/N 3-1, OCT 97	MAL EFF	P/N TIPID					S/N TI MANH	OURS		
CFT HRS				S/N								DURS		

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	1	PART	I - FAULT IN	FORMATION			-0.00		RT II - COI	RECTING	INFORMA"	TON		
STATUS	SYS	DATE	301	TIME	PID	DATE (NOV	14	TIME			ACFT HR	S	
(X)	A	22 SEP 1	4	0900		ROUNDS		4	ACTION (ODE		WUC		
FAULTS.RE Airwoi				ft in acco		ACTION	08							
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS	40.9	lw-	N DISC	HOW REC	MAL EFF	P/N	_	-		_	S/N	_	-	
P/N			70.00	S/N	The same of the sa	TIPID					TI MANH	ours		
STATUS	SYS	DATE	NO	TIME	nin	DATE 6	7007	5/	TIME			ACFT HR	S	
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				J-28-A001	er disengaged	ACTION	C.F							
	ordan	ce with AS	SB-C27	'J-28-A001		PID	CAT CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
in acc		ce with AS		J-28-A001				HRS	PID	CAT	HRS S/N	PID	CAT	HRS
ACFT HRS	ordan 40.9	ce with AS	SB-C27	'J-28-A001		PID P/N TIPID	CAT	HRS	PID	CAT	E	ours	- 32	
in acc	40.9	DATE	N DISC	J-28-A001 HOW REC SIN TIME	MAL EFF	PID PIN TIPID DATE 5 N	CAT	HRS	PID		S/N	ours	CAT	HRS
ACFT HRS	40.9	DATE 22 SEP 1	N DISC	HOW REC S/N TIME 0900	MAL EFF PID GH2534	PID PIN TIPID DATE S N ROUNDS	CAT		TIME C	SODE CODE	S/N TI MANHO	ACFT HR	s 130	
ACFT HRS PIN STATUS FAULTS.RE "Craf	40.9 Sys A EMARKS F	DATE 22 SEP 1. Perform a g as speci	N DISC	HOWREC SIN TIME 0900 special inspapendix (MAL EFF	PID PIN TIPID DATE S N ROUNDS ACTION PID	CAT		TIME C	SODE CODE	S/N	ACFT HR	s 130	٥
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ACFT HRS PIN STATUS FAULTS.RE "Craf	40.9 Sys A EMARKS F	DATE 22 SEP 1. Perform a 3 as speciof the end	N DISC	HOWREC SIN TIME 0900 special inspapendix (PID GH2534 Dection of the C-2A DTD 10	PID PIN TIPID DATE S N ROUNDS ACTION PID	CAT	T pu	TIME I	200 200E 27 7CA	SIN TI MANHO	ACFT HRI	s 120	٥

		PART I - FA	ULT IN	FORMATIO	N	77.	PART	II – C	ORRI	ECTIN	G INFO	ORMAT	TION	
TATUS	sys A	DATE 22 SEP 14	NO	TIME 0900	PID	DATE 29	STP 14	$\overline{}$	TIME 1				s 50.8	
	MARKS C	W PD-10		/ C Inspe	ction of SPR before each	t	ant	ęr		ed ir				
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
CFT HRS	40.9	WHEN	isc	HOW REC	MAL EFF	P/N					S/N			
IN TATUS	SYS	DATE	NO	S/N TIME	PID	DATE ON	151774	1	TIME	-	TI MANH	ACFT HE		-
IAIUS	A	22 SEP 14	I NO	0900	Jeio.	ROUNDS	7	_	ACTION C	ODE	-	WUC	10	
013.	40.9	WHEN	oisc	HOW REC	MAL EFF	PID .	CAT	HRS	PID	CAT	HRS S/N	PID	CAT	HRS
'n				S/N		TIPID			- 6.		TI MANHO			
TATUS	sys A	5Nbv 14	NO	1800	H5594	ROUNDS	3v)4		TIME 15			ACFT HE	is 130.	2
						PID HSSN4	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
N) 30. ERSE (DF DA FORM		HOW REC S/N 13-1, OCT 97	MAL EFF		CAT	HRS	PID	CAT	HRS S/N TI MANH		CAT	HR
N				S/N		H5594 Pin	CAT	HRS	PID	CAT	S/N		CAT	HR

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		AULT INFORM					RTII-CO	RRECTING	INFORMA	TION		
	1100	NO	TIME	PID	DATE ON OU	19	TIME	-03	-	ACFT HR	3	
A 13	300/41		0906		ROUNDS		ACTION (CODE		WUC		
ACAWS IN ACAWS IN FAIL FRUHS I-vels	tuel out	secu s	howed	correct	PID CA	T HRS	PID	CAT	HRS	PID	CAT	н
										7 .	4 7 7	
CFT HRS 33.1	WHEN DIS	SC	HOW REC	MAL EFF	P/N				S/N			
N	_		S/N		TIPID				TI MANH	OURS		
TATUS SYS DA	TE	NO	TIME	PID	DATE NO	114	TIME			ACFT HR	S	
/ / /			111									
AULTS.REMARKS #20:1 Coc but Fla? Pur					ACTION CS		ACTION	CODE		Wuc		
AULTS.REMARKS #20:1 Coc	iler flop		ation est		ACTION	T HRS	PID PID	CAT	HRS	PID	CAT	н
AULTS.REMARKS #20:10cc but flat for	iler flop	NO AU	ation est		ACTION CS	T HRS			HRS S/N		CAT	н
AULTS. REMARKS #20:1 Cac but flag for	ner flap netions '	ic Aut	ation est	lound	PID CA					PID	CAT	н
HILTS. REMARKS # 2 0:1 Com Dut flat for EFT HRS 65.1 N TATUS SYS DA	WHEN DIS	ic Aut	HOWREC	lound	PID CA				S/N	PID		Н
CFT HRS 65.1	Ner flap netions	ic Aut	At ion esta to → Mo HOWREC	MAL EFF	PID CA PIN TIPID DATE COV		PID	CAT	S/N	PID		H
AULTS REMARKS # 2 0:1 Coc but flat for cethes 65.1 n tatus sys da aults remarks	WHEN DIS	sc No	HOWREC SIM TIME	MAL EFF	PID CA	7	PID	CAT	S/N	PID OURS ACFT HR		
AULTS REMARKS # 2 0:1 Cac but flat for CFT HRS 65.1 N TATUS SYS DA AULTS REMARKS Left Rac Stripped	WHEN DISTER	sc on on on the scale of the sc	HOWREC SIN TIME 1130	MALEFF PIN DONCE NOT	PID CA PID CA PID CA TIPID DATE GNOV ROUNDS ACTION PID CA	7	PID TIME ACTION 0	CODE	S/N TI MANH	PID OURS ACFT HR:	s	н
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P	ART I – FAULT I	NFORMATIO	N	PARTII	- CORRECTI	NG INF	ORMAT	ION	
/	ON DESCRIPTION	1130	PID	DATE GNOV17	TIME ACTION CODE		ACFT HR	3	
OBS during flu	ICS bult ght clears .	actions n	- postcolly	ACTION					
HRS 62.1	WHEN DISC	HOW REC	MAL EFF	PID CAT HI	RS PID CAT	HRS S/N	PID	CAT	HF
s/ sys D	ATE NO	S/N TIME	PID	TIPID	Edwar D D	TI MANH			-
	300=14	8800	i Fili	ROUNDS	ACTION CODE	10	ACFT HRS	150	- 1
tault co	344301 WHEN DISC	3 HOW REC	MAL EFF	PIN CAT HI		HRS S/N	PID	CAT	HF
		S/N		TIPID 5W3539	,	TI MANH	OURS		
	ails int set freq ade 34	2220	PID	ROUNDS	ACTION CODE		ACFT HRS	3	
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_	1 2 17	100,000	•7	2230		ROUNDS	11.0		ACTION C	ODE		WUC		
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ACFT HRS		hr:	#1 ok	HOWREC	MAL EFF	PID PIN TIPID				CAT	S/N	PID	CAT	
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ACFT HRS P/N STATUS FAULTS.RE	sys A EMARKS	г. ; : whe	#I OK	HOW REC S/N TIME 1/00		PID PIN TIPID DATE 6 GA ROUNDS ACTION	pluz.	tve	PID TIME //	CAT	S/N TI MANHO	PID DURS ACFT HR WUQ	s /32	4
ACFT HRS P/N STATUS FAULTS.RE	sys A EMARKS	MHE DATE GNOV 14	#I OK	HOW REC S/N TIME 1/00		PID PIN TIPID DATE 6 6 A ROUNDS	אועפע		PID	CAT	S/N	PID DURS ACFT HR WUÇ		4
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ATUS	sys	DATE	NO	TIME	PID	DATE		-	TIME			ACFT HR	s	-
JLTS.RE	153	1 1	1,200			ROUNDS			ACTION C	ODE		wuc		
	た	c7 2	0 }	7		PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
THRS		WHEN	hina	Tuowasa	luu ees		UAL	IIAG	PID	UAI	100	FID	CAI	nike
	-		_	HOW REC	MAL EFF	P/N TIPID	-	-			S/N TI MANH	OURS	_	
TUS	SYS	DATE A DILL	NO	TIME 200	snsPt	DATE	100	M	TIME /	800	and the same of	201111	s x 35	. 9
JLTS.RE	171	61000		1700		ROUNDS		4.74	ACTION C	ODE		wuc		
THRS	133	4		HOW REC	MAL EFF	P/N	CAT	HRS	PID	CAT	HRS S/N	PID	CAT	HRS
1	Tasta	20.22	-1	S/N	1	TIPID					TI MANH			
7	SYS	GNOV14	NO	1+00	Pin.	ROUNDS	100	7	ACTION C		0	ACFT HR	s 13	5.9
THRS	135	9 WHEN	DISC	HOW REC	MAL EFF	PID	CAT	HRS	PID	CAT	HRS S/N	PID	CAT	HRS
		- Marine		S/N		TIPID					TI MANH	ours		
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	70.23	PART I	FAULT IN	ORMATION					PAR	TII - COF	RECTING	INFORMAT	TION		
STATUS	SYS	DATE		TIME	PID		DATE 5 No	w 14		TIME			ACFT HR	s	
\vee	Α	22 SEP 14		0900	100		ROUNDS	V. 4		ACTION C	ODE		WUC		
FAULTS.RE Airwor		Operate s s Release				with	ACTION (2F							
							PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
i i	40.9	WHEN	2100	Luciuses	In men				15.4			100			
ACFT HRS	40.9	IVHEN	DISC	HOW REC	MAL EFF		P/N			-		S/N			
STATUS	sys	la	Line	S/N	12.2		TIPID	- 7		1.00		TI MANHO	-		_
STATUS	- A	22 SEP 14	NO	0900	PID		DATE 5A	DU 14	_	TIME	760		ACFT HR	S	_
		ZZ OLI 17		0300			ROUNDS			ACTION C	ODE		WUC		
		uel/Defuel ce with ASI				ged	ACTION C	C	_						
						aged	ACTION	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
in acco	ordan	ce with ASI	3-C27	J-28-A001.		aged	PID			PID	CAT		PID	CAT	HRS
in acco			3-C27			aged	ACTION C			PID	CAT	HRS		CAT	HRS
in acco	ordan	ce with ASI	3-C27	J-28-A001		aged	PID PIN TIPID	CAT	HRS			S/N	ours		
	40.9	ce with ASI	3-C27	J-28-A001	MAL EFF	aged	ACTION C J	CAT	HRS		900	S/N	ours	cat s /27.4	
ACFT HRS PIN STATUS FAULTS RE	40.9 Sys A MARKS P t wing	WHEN	DISC NO Laily s	HOWREC S/N TIME 0900 pecial insp	MALEFF	the	PID PIN TIPID DATE N	CAT Ov 14	HRS	TIME)	900	S/N TI MANHO	OURS ACFT HR		
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ACFT HRS P/IN STATUS FAULTS REI Craf	40.9 Sys A MARKS P t wing	DATE 22 SEP 14 Perform a cuas specific fine enclose	No laily sed in osed M	HOWREC S/N TIME 0900 pecial insp	MALEFF	the	PID PIN TIPID DATE AN ROUNDS ACTION	CAT ON 14	HRS CO	TIME 1 ACTION C	900 :ODE	S/N TI MANHO	OURS ACFT HR: WUC	s 12n.4	

		PART I - F	AULT	NFORMATIO	N	100	PART II	- CORR	ECTIN	G INFO	RMAT	TION	
TATUS	SYS	DATE	NO	TIME	PID	DATE 20	570 14	TIME	500		ACFT HR	s 50.9	1
7	A	22 SEP 1		0900	ction of SPR	ROUNDS		ACTION	CODE		wuc		
loor l light.	latches	s for pro	per ei	ngagement	before each	PID	Fa LLF	t and	CAT	HRS	₹(1)	CAT	HRS
CFT HRS	40.9	WHE	N DISC	HOW REC	MAL EFF	P/N				S/N			
N				S/N		TIPID				TI MANHO			
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-308	- A	22 SEP 1	+	0900	ccess door in	ROUNDS		ACTION	CODE		WUC	-	-
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()	Α	aily Inspe		1800	_JS	ROUNDS		ACTION	CODE		WUC		_
				a .		PID	CAT H	RS PID	CAT	HRS	PID	CAT	HR
N			N DISC	HOW REC S/N -13-1, OCT 9	MAL EFF	PID 1 P/N TIPID	CAT H	RS PID	CAT	HRS S/N TI MANH		CAT	HR
CFT HRS				S/N		P/N	CAT HI	RRS PID	CAT	S/N		CAT	Н

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A 135014		0900		ROUNDS			ACTION (CODE		WUC		
A REDIT	inged 1	t Ltt s 1 Sysdem	Soud Soud	ACTION C	F							
Curect lasts				PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS 33./ WH	EN DISC	HOW REC	MAL EFF	P/N					S/N	_		_
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A GOCTIY		1400					ACTION (ODE		WIC		
AULTS REMARKS #2 0.1 Couler flag 49-100% but flag	o indica p fucti		ys at 1-to +	ACTION	T-		ACTION	2002		Iwac		•
AULTS REMARKS #2 oil Cooks Flag 99-100% but flag Marvel	o indica p fucti		ys at 1-to t	ACTION	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
Manuel Coulor Flag Manuel	o indica p fulti	etich Sta ichs in		ACTION		HRS					CAT	HRS
AULTS REMARKS #2 oil Couler flag 99-100% but flag marvel ACFT HRS 65.1 WHI	o indica p fucti		ys at 1-to +	ACTION		HRS			HRS S/N	PID	CAT	HRS
AULTS REMARKS #2 oil Couler flag 99-100% but flag marvel ACFT HRS 65.1 WHI	o indica p functi en disc	tion States in a		ACTION (CAT	HRS			S/N	PID		HRS
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	PART I	- FA	ULT IN	FORMATIO	N		PAR	T II –	CORRI	ECTIN	G INFO	RMAT	ION	
TATUS SYS	DATE		NO	TIME	PID	DATE 5N	m 14		TIME			ACFT HR	S	
AULTS REMARKS	0900	1.14		2130		ROUNDS			ACTION C	ODE		wuc		
dinning	BS IC	5 7	dears o	actions ,	representiz	C IF	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
			ic.	Tutavasco	Lucian			0			1		1224	
N 68	1	WHEN D	IISC	HOW REC	MAL EFF	P/N TIPID	_		-	-	S/N TI MANHO	URS		_
	DATE		NO	TIME	PID	DATE 5No.	14)		TIME		114044	ACFT HR	S	
TAXOS SYS	3000	14		2200		ROUNDS			ACTION C	ODE		wuc		
Code 34	43013		Exch	esaturly of flight	to foult	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
CFT HRS		WHEN D		HOW REC	MAL EFF	P/N					S/N			
/N	la see		lun	S/N	Ino	TIPID	1212		-	1	TI MANHO	_	. /2	2.00
TATUS SYS	DATE 04 NOV	141	NO	2000	PID	ROUNDS	NOU	664	ACTION C			WUC WUC	\$ 127	29
	Octobase					PID		3/			723 HRS		CAT	HRS
CFT HRS /27. 9	y	WHEN D	DISC	HOW REC SIN 3-1, OCT 9	MAL EFF	IA	CAT	HRS	55	-4-	723	PID	1 (380	-
CFT HRS /27. 9	y	WHEN D	DISC	HOW REC		J A PID	CAT	HRS	55	-4-	723 HRS	PID	1 (380	-

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TATUS	SYS	DATE	0V 14 NO	TIME	PID	DATECS	404	4	TIME &	935		ACFT HR	s 12-	1.4
		OS N	OV 14	0900		ROUNDS		E'G [ACTION C	ODE		WUC	2	
	ICE	1300T		CLEAN	7	ACTION DISC - PEG	repa Sasus	NCY WA	ente s in	668°	e su	N TH	e , e 176	M
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
CFT HRS	127.	4	WHEN DISC	HOW REC	MAL EFF	P/N	-		_		S/N	_	-	_
/N		1		S/N		TIPID					TI MANHO	OURS		
TATUS	- SYS	DATE	N H NO	TIME	PID	DATE 5	10111	63.5	TIME C	XCD		ACFT HR	12	7.4
~	-1 4	OF N	N 14	0900		ROUNDS			ACTION C	-		wuc		
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CFT HRS	DAY	Doci	MENT F	EVIEW I		ACTION C		Jed			S/N	PID	CAT	HR
CFT HRS	DAY	Doci	WHEN DISC	HOW REC	MAL EFF	PID PIN TIPID DATE ROUNDS		Jed	PID	CAT	S/N	PID	CAT	HR
ACFT HRS	DAY	Doci	WHEN DISC	HOW REC	MAL EFF	PID PIN TIPID DATE		Jed	PID	CAT	S/N	PID DURS ACFT HR	CAT	
ACFT HRS P/N STATUS FAULTS RE	DAY	Doci	WHEN DISC	HOW REC	MAL EFF	PID PIN TIPID DATE ROUNDS ACTION	CAT)cs/	PID TIME ACTION 0	CAT	S/N TI MANHO	PID DURS ACFT HR: WUC	CAT S	HRS
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STATUS	SYS	DATE	3.5	TIME	PID	DATE 64	UN 14		TIME			ACFT HR	S	
W	Α	22 SEP	14	0900		ROUNDS	40		ACTION (CODE		WUC		
Airwor	3.500000			aft in acco ed 30 JUN 20		vith ACTION (CIF							
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS	40.9	lw.	HEN DISC	HOW REC	MAL EFF	P/N	1			_	S/N		-	L
P/N				S/N		TIPID		_			TI MANHO	OURS		
STATUS	SYS	DATE	NO	TIME	PID	DATE OH	1200		TIME		1	ACFT HR	s	
	A	22 SEP	14	0900		ROUNDS	V 1		ACTION O	CODE		WUC		
	MARKS F	uel/Defu	uel #1 d	circuit breake 27J-28-A001			۴		ing non-	-		,woo		
	MARKS F	uel/Defu	uel #1 d	circuit breake		ed ACTION	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
in acco	MARKS F	uel/Defu ce with A	uel #1 d	circuit breake		jed ACTION C		HRS			HRS		CAT	HRS
in acco	MARKS F ordan	uel/Defu ce with A	uel #1 d ASB-C2	circuit breake 27J-28-A001		pid ACTION C		HRS				PID	CAT	HRS
ACFT HRS	MARKS F ordan	uel/Defuce with /	HEN DISC	Principle of the princi		PID PIN TIPID	CAT		PID		S/N TI MANHO	PID		
	MARKS Fordan	uel/Defu ce with /	HEN DISC	Principle of the princi	MAL EFF	PID PIN TIPID DATE S ROUNDS	CAT		PID	CAT	S/N TI MANHO	PID		
ACFT HRS P/N STATUS FAULTS.RE 'Craf	40.9 SYS A MARKS F T WING	DATE 22 SEP	MEN DISC 14 NO a daily cified i	Principle of the princi	MALEFF PID Dection of 1	PID P/N TIPID DATE 3 PROUNDS THE 10 PROUNDS	CAT	ч	PID TIME 4	CAT	S/N TI MANHO	PID DURS ACFT HR		9
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ACFT HRS P/N STATUS FAULTS.RE 'Craf	40.9 SYS A MARKS F T WING	DATE 22 SEP Perform g as spe	MEN DISC 14 NO a daily cified i	HOWREC SIN TIME 0900 special insp	MALEFF PID Dection of 1	PID PIN TIPID DATE 3 Y ROUNDS ACTION 10 3 #	CAT VVV 1	y mple	PID TIME ACTION O	CAT	S/N TI MANHO	PID DURS ACFT HR WUC	s 1243	9

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TATUS	sys	DATE 22 SEP 14	NO	TIME 0900	pin	DATE O	15-0		TIME (500		ACFT HR	50.	8
loor light.	MARKS Clatches	M PD-10	RE'	V C Inspe gagement	ction of SPF before each	ACTION F	ault	רח	tere	d in		or .		
						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
CFT HRS	40.9	WHEN	isc	HOW REC	MAL EFF	P/N					S/N			
N				S/N		TIPID		_			TI MANH			
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ocoro	dance	with PD-12	2 Re	vision B, d	ated 22 MAF	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
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N				S/N		TIPID /				100	TI MANH	_	, 13	
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	PART I - FAULT INF	ORMATION							INFORMAT	TON		
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AB	5014	0900	1	POLINDS	7 7 7		ACTION C	ODE		wuc		
AULTS.REMARKS ACA	ALL faults -	fue 1 syste	sens tall	(IF							
CORRECT leve	517			PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS 33.1	WHEN DISC	HOW REC	MAL EFF	P/N				_	S/N	_		
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Aa	Ac-will	ML			-		ACTION C	ODE				
	octive income the superior	lications suchous in	stays at	ACTION C	f		ACTION	ODE		wuc		
AULTS.REMARKS # 2 Oil Coo 79-100% bu			stays at Auto	ACTION	CAT	HRS	PID	CAT	HRS	PID	CAT	HR
AULTS.REMARKS # 1 Oil Coo 99-100%, bi # Manual			Stays at Auto	ACTION (HRS			HRS		CAT	HRS
AULTS.REMARKS #1 2 Oil Coo #19-100% bi #2 Manual	oler flap ina ut flap fa	lications successions in		PID		HRS				PID	CAT	HR
AULTS.REMARKS # 2 Oil Coo # 79 - 100% bi # Manual CETHRS 65.1	oler flap inaul flap full when disc	lications s motions in		PID	CAT	HRS			S/N	PID	1 - 1	HR
AULTS.REMARKS # 2 Oil Coo # 99-100% by # Manual CETTHES 65-1 ITATUS SYS DAY # 0	WHEN DISC	HOWREC SN	MAL EFF	PID PIN TIPID DATE 64 P	CAT	HRS	PID	CAT	S/N	PID	1 - 1	
AULTS.REMARKS # 2 Oil Coo # 99-100% by # Manual CETTHES 65-1 ITATUS SYS DAY # 0	oler flap inaul flap full when disc	HOWREC SN	MAL EFF	PID PIN TIPID DATE 64 P	CAT	HRS	PID	CAT	S/N	PID DURS ACFT HR	1 - 1	J.
AULTS.REMARKS # 2 Oil Cos 99-100% by # Manual ACFTHRS 65.1	WHEN DISC	HOWREC SN	MAL EFF	PID PIN TIPID DATE GY P ROUNDS ACTION	CAT WW14		PID TIME ACTION C	CAT	S/N TI MANHO	PID DURS ACFT HR: WUC		HRS

es TCS faul	e acti	1130 us repea	telly during	ROUNDS	10014		TIME					
LTS.REMARKS	e acti		tally during	ROUNDS			I MAIL			ACFT HR	s	
185 705 faul 1864 clears & r	e octru	ms repea	telly during	ACTION			ACTION C	ODE		WUC		
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						1		ZH	TER			
70	NDISC	HOW REC	MAL EFF	P/N					S/N			
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SYS A BATE OCT	IK NO	2260	PID	ROUNDS	U0014		TIME	ODE.		ACFT HR	S	_
ILTS.REMARKS	4	Contract of the contract of th	set/Court				ACTION C	ODE	-	wuc		
T HRS WHE	NDISC	HOW REC	MAL EFF	P/N TIPID				12.75	S/N TI MANHO	ours		
	100		To a		1			/	TI MANHO	_		
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fileron gust hoc	145 TM.	stalleb		Kei	Moveo	I	W /C.	- 275-0		ok 14	28	
				PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HF
1212		Transmiss.	Tool and		J. T. I.							
FT HRS 121.3 WHE	NDISC	HOW REC	MAL EFF	P/N TIPID					S/N TI MANHO	nino.		
REVERSE OF DA FOR	4 0400 4	and the same of th		TIPID		_			11 MANH	JURS	1	_

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STATUS	SYS	DATE	NO	TIME	PID		DATE			TIME			ACFT HR	3	
		4 NOV 14		10 15			ROUNDS		- 1	ACTION C	CODE		WUC		· · · ·
FAULTS.RE	ZWARRO	fix	#1	OKAY			ACTION								
							PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
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STATUS	1 SYS	DATE	NO	TIME	PID		DATE OS	NOV	114	TIME	1138	2	ACFT HR	s 181	1.3
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ACFT HRS	121.	in Fligh	of 11	HOW REC	MAL EFF		PID PIN TIPID		Pk	ted PID	CAT	S/N	PID		HRS
ACFT HRS P/N STATUS	1 <i>Q</i> / ,	in Fligh	of 11	HOW REC	MAL EFF		PID PIN TIPID DATE		Pk	FID TIME	CAT	S/N	PID DURS ACFT HR		HR
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N O	S/N		TIPID					TI MANH	DURS		
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AULTS REMARKS PD-195-REV A INSP DVE			ACTION	ected I cat	O\r	(dua HRS	PID	NOV	_
PD-195-REV A A INSP DVE SET HRS 108, 3 WHEN DISC			ACTION In sp			<	New	1	دا ا		_
AULTSREMARKS PD-195-REV A INSP DVE CFT HRS 108,3 WHEN DISC IN	7,48.60M	BELLCISANY	ACTION To you			<	New	HRS	PID		14 HRS
AULTS REMARKS PA-155-REV A INSP DVE CET HRS 108, 3 WHEN DISC N TETUS SYS DATE INO	HOW REC	BELLCISANY	PID PIN TIPID			<	CAT	HRS S/N	PID	CAT	HRS
AULTS. REMARKS PD-195-REV A INSP DVE CFT HRS 108, 3 WHEN DISC IN TATUS SYS DATE 3 NOV 14 NO	HOW REC	MALEFF	PIN TIPID DATE 3 N. ROUNDS	1 cat	HRS	PID TIME SACTION C	CAT	HRS S/N TI MANH	PID DURS ACFT HR	CAT	HR:
AULTS REMARKS PD-195-REV A INLE DVE CET HRS 108,3 WHEN DISC IN TATUS SYS DATE NO 3 NOV 14 NO THE GREEN AND	HOW REC SIN TIME 1040	MALEFF PANEL	PID PIN TIPID DATE 3 N ROUNDS ACTION L CLEAR	CAT	HRS	PID TIME S	CAT	S/N TI MANHO	PID DURS ACFT HR	S 121	3 Lecos
AULTS. REMARKS PD-195-REV A INLE DVE CET HRS 108,3 WHEN DISC TATUS SYS DATE 3 NOV 14 NO AULTS. REMARKS COPILOT'S JUN THE GILEEN AND STICK DOWN.	HOWREC SIN TIME 1040 1P LIGHT RED LIGHT	MALEFF IPID PANEL T BUTTONS	PID PIN TIPID DATE 3 A. ROUNDS ACTION L. CLEUT MGL.	Tox 14	HRS Surand	PID TIME 3 ACTION C	CAT ROS O CODE CIC	HRS SIN TI MANHO VICTOR	PID DURS ACFTHR WUC LITH	s 121	HRS
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						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
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P/N	70.0	17.11.00		S/N		TIPID				_	TI MANHO	DURS		
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	MARKS F	uel/Defuel acce with ASB												
in acc	MARKS F ordan	ce with ASB	-C27J	I-28-A001.		ed ACTION CF	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
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ACFT HRS PIN STATUS FAULTS.RE	40.9 SYS A MARKS P T Wing	DATE 22 SEP 14 Perform a day as specified of the enclose	NO aily sped in a sed M	HOW REC SN TIME 0900 Decial inspapendix (MALEFF JPIN Dection of the C-2A DTD	PID PID PIN TIPID DATE 30 ROUNDS DE PETION H	00+14 Winz	3 724	TIME 2	930 200E	SIN TI MANHO	ACFT HR WUC	s ((2	

FAULTS.REMARKS C/W PD-103 REV C Inspection of SPR door latches for proper engagement before each flight. PID CAT HRS PID CAT	PID CAT HRS S FFT HRS JC
ACTION SYS DATE ACET HRS 40.9 WHEN DISC HOW REC MALEFF PIN SAN TIPID CAT HRS PID CAT HRS P	PID CAT HRS S FFT HRS JC
AULTS REMARKS CIVY PD-03 REV CITISPECTION of SPR cloor latches for proper engagement before each light. PID CAT HRS PID CAT H	PID CAT HRS S FT HRS JC
SAN TIPID TI MANHOURS TATUS SYS DATE A 22 SEP 14 NO DINE DO900 AULTS REMARKS Inspect external AC power access door in accordance with PD-122 Revision B, dated 22 MAR PID CAT HRS PID C	FT HRS
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DA FORM 2408-13-1, OCT 97 A FORM 2408-13-1, OCT 91, MAY BE USED AIRCRAFT INSPECTION AND MAINTENANCE RECORD For use of this form, see DA PAM 738-751; the proponent agency is DC\$LOG

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Stoned Corner Bleds			PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
ACFT HRS _23. / WHEN DISC	HOW REC	MAL EFF	P/N					S/N		4	
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at Pin Mount poin	+ have en	ther coble xeessile point	ACTION C					HRS S/N		CAT	HRS
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PIT PROJECT PUIN ACFTHRS Y8 3 WHEN DISC PIN STATUS SYS DATE A 86 CATTY	HOWREC SIN TIME	MAL EFF	PIN TIPID DATE 3.0 ROUNDS	CAT	HRS	PID	CAT	S/N	PID		HRS
PIT PROUNT PUIN ACFT HRS Y8 3 WHEN DISC PIN STATUS SYS DATE NO	HOWREC SIN TIME	MAL EFF	PIN TIPID DATE 3.0 ROUNDS	CAT	HRS	PID	CAT	S/N	PID DURS ACFT HR		HRS
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H. poed, bold	outh Rail of not not installed	wide bu	mullnut	ACTION C			ACTION	ODE		wuc		
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					PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
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						PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
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AULTS.REM	A SOCOTH ARKS THE AFTEL DELINERY	IGHT TSI	1115 UTTON (ROUNDS ACTION Clea			ACTION C	CODE	X 08	wuc		
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AULTS.REM FL	A 3000TH MARKS T#2 AEJIAL DELIMEN/L COSTLOTS SID 109.8 WHEN DI	JGHT IS. ESTIC SC HO	1115 UTTON (3N		ROUNDS ACTION Clean PID PIN	ed .	Sold in	PID	CAT	HRS S/N TI MANHO	PID	CAT	HR
ACFT HRS	A 30000 H ARKS THZ ARTIAL DRIVERY/L CONTROLS SID 109,8 WHEN DRIVERY SYS DATE A 30 007 14	ESTIC SC HC	1115 UTTON (KS OWREC	3N		PID PIN TIPID DATE 3 0 ROUNDS	CAT	HRS	PID TIME ACTION O	CAT CAT	HRS S/N TI MANHO	PID DURS ACFT HRS	CAT	HRS
ACFT HRS	A SOCOTH AARKS THZ AEUTAL DELIMENTE COSTLOTS SID 1/09.8 WHEN DE SYS DATE A 30 00 14 AARKS LWR POSIT BULL FOUN	ESTICESC HOSE SAND THE	OWERCE NAME 130	MALEFF LENSR		PID PIN TIPID DATE 3 0	CAT	HRS	PID TIME ACTION O	CAT CAT	HRS S/N TI MANHO	PID DURS ACFT HRS	CAT	HRS
AULTS.REM	A 3000TH ARKS THZ ARTIAL DELIMENTS CONTLOTS SID 109.8 WHEN DE SYS DATE A 30 00 14 ARKS LWR POSIT BULL FOUN REMOURL AN	SC HOSE STICE SC HOSE SO HOS	OWRECT NAME 1/30	MALEFF LENSR		PID PIN TIPID DATE 3 0 ROUNDS	CAT	HRS	PID TIME ACTION O	CAT CAT	HRS S/N TI MANHO	PID DURS ACFT HRS	CAT	HRS
CET HRS	A SOCOTH AARKS THZ AEXTAL DELINERY/L CONTLOTS SID 109,8 WHEN DE SYS DATE A 30 OOT 14 MARKS LUR POSIT B BULL FOUN REMOURL AND - INSPENDING	SC HOSE STICE SC HOSE SO HOS	OWRECT NAME 1/30	MALEFF LENSR		PID PIN TIPID DATE 30 ROUNDS ACTION	cat .	HRS HRS	PID TIME ACTION O	CAT CAT	HRS SM TIMANHO	PID OURS ACFT HRS WUC BUL B	CAT : 109.	HRS
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PA	RT I – FAULT I	NFORMATION	F.		PART II –	CORRE	CTIN	G INFO	RMAT	ION	
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Z H ACFT HRS P/N STATUS	H TROOF O	DOOK UL WHEN DISC	Jump (MAL EFF	PID PIN TIPID DATE ROUNDS	ghot	red	PID	CAT	HRS S/N	PID DURS ACFT HR		HRS
ACFT HRS P/N STATUS FAULTS.RE	H TROOF BUTT 0 108.3 SYS DATE	DOOK UL WHEN DISC	Jump (MAL EFF	PID PIN TIPID DATE ROUNDS ACTION	CAT	HRS	PID TIME ACTION O	CAT	HRS S/N TI MANHO	PID DURS ACFT HR:	5	

D5. ADDITIONAL AIRCRAFT MAINTENANCE RECORDS

No Additional Maintenance Records Were Obtained By the SIB

D6. MAINTENANCE RECORDS FROM OTHER INVOLVED EQUIPMENT

Fluid samples from listed equipment used to service the aircraft were analyzed at Wright Patterson AFB.

Fuel Truck: 97L00137 Fuel Truck: 96L00139

D7. FLUID SAMPLE RESULTS

AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150004 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1613 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRE 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Qty Submitted: 500 mL Source: RU137

Method	Test	Min	Мак	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			183
	50% Recovered (°C)			207
	90% Recovered (°C)			252
	End Point (°C)		300	275
	Residue (% vol)		1.5	1.3
	Loss (% vol)		1.5	1.0
STM D 93 - 13el	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/m²)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1	Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	7
ASTM D 5006 - 11	FSII (* vol)	0.04	0.10	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	74
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.

Quantity of sample is insufficient to complete all test requirements. GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile

contamination.

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AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150003 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1518 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRE 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Source: RU 139 Qty Submitted: 1,000 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			184
	50% Recovered (°C)			207
	90% Recovered (°C)			251
	End Point (°C)		300	278
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	0.5
ASTM D 93 - 13el	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/m ³)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1	Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	2.6
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.09
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	102
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only. GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile contamination.

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, Chief

Date 12/16/2014*

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AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150005 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1614 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRE 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Source: 4404 Left Aux Qty Submitted: 500 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
STM D 86 - 12	Distillation			
	10% Recovered (°C)		205	178
	20% Recovered (°C)			186
	50% Recovered (°C)			207
	90% Recovered (°C)			247
	End Point (°C)		300	273
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	0.5
STM D 93 - 13el	Flash Point (°C)	38		50
STM D 4052 - 11	Density @ 15°C (kg/m ²)	775	840	805
STM D 5972 - 05e1	Freezing Point (°C)		-40	-48
STM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1	Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	2
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.10
STM D 2624 - 09	Conductivity (pS/m)	50	600	115
ic .	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.

Quantity of sample is insufficient to complete all test requirements. GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile

contamination.

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AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150006 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1615 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRE 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Qty Submitted: 500 mL Source: 4404 Right Aux

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	178
	20% Recovered (°C)			186
	50% Recovered (°C)			207
	90% Recovered (°C)			249
	End Point (°C)		300	272
	Residue (% vol)		1.5	1.1
	Loss (% vol)		1.5	0.9
ASTM D 93 - 13el	Flash Point (°C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m ²)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h & 100°C)	1	Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	6
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	103
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.

Quantity of sample is insufficient to complete all test requirements. GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile

contamination.

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AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150007 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1616 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRE 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Qty Submitted: 200 mL Source: 4404 Left External

Method	Test	Min	Ман	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 7345 - 08	Micro Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			185
	50% Recovered (°C)			207
	90% Recovered (°C)			246
	End Point (°C)		300	273
	Residue (% vol)		1.5	1
	Loss (% vol)		1.5	1 0
ASTM D 93 - 13el	Flash Point ("C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m ³)	775	840	804
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1	Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	6
ASTM D 5006 - 11	FSII (* vol)	0.04	0.10	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	115
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.

Quantity of sample is insufficient to complete all test requirements. GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile

contamination.

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Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150008 Cust Sample No:Not Specified Date Received:12/15/14 1133 hrs* Date Reported:12/16/14 1617 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRF 1093 Hurst Drive Bldg 811

Bldg 811 Pope AFB, NC 28308-5350

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Source: 4404 Right External Qty Submitted: 500 mL

Method	Test	Min	Мак	Result	Fail
MIL-STD-3004C(1)	Appearance			Pass	
ASTM D 7345 - 08	Micro Distillation				
	10% Recovered (°C)		205	174	
	20% Recovered (°C)			18	4
	50% Recovered (°C)			20	5
	90% Recovered (°C)			24	6
	End Point (°C)		300	27	6
	Residue (% vol)		1.5		
	Loss (% vol)		1.5		1
ASTM D 93 - 13el	Flash Point (°C)	38		5	
ASTM D 4052 - 11	Density @ 15°C (kg/m ²)	775	840	80	4
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-5	0
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1	(Max)	1.	a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7		9 X
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.0	8
GC	Gas Chromatographic Analysis			See Below	W

Dispositions:

For information purposes only.

Quantity of sample is insufficient to complete all test requirements.

DSN:

GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile

contamination.

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AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150009 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1618 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRE 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Source: 4404 JetA #1 Qty Submitted: 1,500 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	176
	20% Recovered (°C)			184
	50% Recovered (°C)			206
	90% Recovered (°C)			249
	End Point (°C)		300	274
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	0.6
ASTM D 93 - 13el	Flash Point (°C)	38		48
ASTM D 4052 - 11	Density @ 15°C (kg/m ²)	775	840	805
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-48
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1	(Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	7
ASTM D 5006 - 11	FSII (* vol)	0.04	0.10	0.08
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	81
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.

Quantity of sample is insufficient to complete all test requirements. GC/MS analysis indicates that the sample is Jet A type fuel with no detectable volatile

contamination.

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Date 12/16/2014* Chief

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AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150010 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1619 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRE 1093 Hurst Drive Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1 Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Source: 4404 JetA #2 Qty Submitted: 2,000 mL

Method	Test	Min Max	Result
MIL-STD-3004C(1)	Appearance		Pass
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)	0.10	0.004
ASTM D 1319 - 14	Aromatics (% vol)	25	17.2
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)	0.003	0.000
ASTM D 4294 - 10	Total Sulfur (% mass)	0.30	0.09
ASTM D 445 - 14e2	Viscosity 8 -20°C (mm2/s)	8.0	4.7
ASTM D 1322 - 14	Smoke Point (mm)	25.0	25.5
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1 (Max)	1a
GC	Gas Chromatographic Analysis		See Below

Dispositions:

For information purposes only.

Quantity of sample is insufficient to complete all test requirements.

GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile contamination.

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AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150011 Cust Sample No: Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1624 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRF 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Qty Submitted: 2,000 mL Source: 4404 JetA #3

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	177
	20% Recovered (°C)			184
	50% Recovered (°C)			206
	90% Recovered (°C)			250
	End Point (°C)		300	275
	Residue (% vol)		1.5	1.2
STM D 93 - 13e1	Flash Point (°C)	38		48
STM D 4052 - 11	Density @ 15°C (kg/m³)	775	840	805
STM D 5972 - 05el	Freezing Point (°C)		-40	-48
STM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1	Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	7
STM D 5006 - 11	FSII (% vol)	0.04	0.10	0.08
ic	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only.

Quantity of sample is insufficient to complete all test requirements.

GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile

contamination.

Coordinated with Capt

DSN:

Approved By

Date Chief 12/16/2014*

\\SIGNED\\

This report was electronically delivered to: afpet.afth@wpafb.af.mil,

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wpafb.af.mil, @us.af.mil, @us.af.mil

^{*} Date reflects Eastern Standard Time (EST)

^{**} Date as provided by customer

AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150012 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1625 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

See Below

Sample Submitter: 43 LRS/LGRF 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Qty Submitted: 2,000 mL Source: 4404 JetA #4

Method	Test	Min N	fax Result
MIL-STD-3004C(1)	Appearance		Pass
ASTM D 3242 - 11	Total Acid Number (mg KOH/g)	D.	.10 0.003
ASTM D 1319 - 14	Aromatics (% vol)		25 17.1
ASTM D 3227 - 13	Mercaptan Sulfur (% mass)	0.0	0.000
ASTM D 445 - 14e2	Viscosity 8 -20°C (mm2/s)		3.0 4.0
ASTM D 1322 - 14	Smoke Point (mm)	25.0	26.0
ASTM D 130 - 12	Copper Strip Corrosion (2 h & 100°C)	1 (Max)	1:

Dispositions:

GC

For information purposes only.

Gas Chromatographic Analysis

Quantity of sample is insufficient to complete all test requirements.

GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile

contamination.

Coordinated with Capt

DSN:

Commercial:

Approved By Date 12/16/2014* Chief

\\SIGNED\\

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^{**} Date as provided by customer

AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150001 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1515 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRF 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Source: C27 10-27030/Left Qty Submitted: 1,000 mL

Method	Test	Min	Max	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (°C)		205	178
	20% Recovered (°C)			185
	50% Recovered (°C)			207
	90% Recovered (°C)			248
	End Point (°C)		300	276
	Residue (% vol)		1.5	1.2
	Loss (% vol)		1.5	0.6
ASTM D 93 - 13el	Flash Point (°C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m²)	775	840	807
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-49
ASTM D 130 - 12	Copper Strip Corrosion (2 h @ 100°C)	1	Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	2.2
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.10
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	55
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only. GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile contamination.

Coordinated with Capt

Commercial:

Approved By Date 12/16/2014* , Chief

\\SIGNED\\

This report was electronically delivered to:

OBN:

afpet.afth@wpafb.af.mil, @wpafb.af.mil, @us.af.mil,

@us.af.mil, gus.af.mil, dus.af.mil

dus.af.mil, @wpafb.af.mil,

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^{**} Date as provided by customer

AFPA/PTPLA 2430 C Street

Building 70, Area B Wright-Patterson AFB, OH 45433-7632

Lab Report No:2014LA52150002 Cust Sample No:Not Specified

Date Received: 12/15/14 1133 hrs* Date Reported: 12/16/14 1516 hrs* Date Sampled: 12/11/2014** Protocol:FU-AVI-0174

Sample Submitter: 43 LRS/LGRF 1093 Hurst Drive

Bldg 811 Pope AFB, NC 28208-5250

Reason for Submission: Aircraft Crash/Incident IAW T.O. 42B-1-1

Product: Aviation Turbine Fuel, Kerosene

Specification: ASTM D 1655 - 14a Grade: Jet A (F-24)

Qty Submitted: 1,000 mL Source: C27 10-27030/Right

Method	Test	Min	Мак	Result
MIL-STD-3004C(1)	Appearance			Pass
ASTM D 86 - 12	Distillation			
	10% Recovered (*C)		205	176
	20% Recovered (°C)			185
	50% Recovered (°C)			208
	90% Recovered (°C)			250
	End Point (°C)		300	273
	Residue (% vol)		1.5	1.3
	Loss (% vol)		1.5	1.0
ASTM D 93 - 13el	Flash Point (°C)	38		50
ASTM D 4052 - 11	Density @ 15°C (kg/m ²)	775	840	807
ASTM D 5972 - 05e1	Freezing Point (°C)		-40	-49
ASTM D 130 - 12	Copper Strip Corrosion (2 h & 100°C)	1	Max)	1a
ASTM D 381 - 12	Existent Gum (mg/100 mL)		7	1.4
ASTM D 5006 - 11	FSII (% vol)	0.04	0.10	0.10
ASTM D 2624 - 09	Conductivity (pS/m)	50	600	54
GC	Gas Chromatographic Analysis			See Below

Dispositions:

For information purposes only. GC/MS analysis indicates that the sample is a Jet A type fuel with no detectable volatile contamination.

Coordinated with Capt DSN: Commercial:

Approved By Date 12/16/2014* Chief \\SIGNED\\

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@us.af.mil

us.af.mil, wpafb.af.mil,

^{*} Date reflects Eastern Standard Time (EST)

^{**} Date as provided by customer

TAB F

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F1. WEATHER BRIFINGS PROVIDED TO FLIGHT CREWS F1.1. MISSION EXECUTION FORECAST (MEF)

F1.1.1. GECKO33



POSTED: 01/1330L DECEMBER 2014

FORT BRAGG LOCAL RANGE FORECAST (LRF)

LRF #: 02 AMD:

VALID: 01/1800Z (01/1300L) - 03/0000Z (02/1900L) NEXT FORECAST: 02/0230Z (01/2130L) FORECAST COVERAGE AREA IS VALID FOR: FORT BRAGG EAST (SIMMONS, R5311 EAST OF RAEFORD-VASS RD, AND MTFA'S 1,2,&3) AND FORT BRAGG WEST (MACKALL AND R5311 WEST OF RAEFORD-VASS RD). WEATHER OUTSIDE THESE AREAS WILL BE BRIEFED AS ADDITIONAL DESTINATIONS. FORT BRAGG RANGE AVERAGE SURFACE ELEVATION: +350 FEET MSL ALL HEIGHTS ARE AGL, VISIBILITY IS IN STATUTE MILES FORT BRAGG EAST 23009KT 7 CLR ALSTG 30.33 INS 23009KT 7 CLR ALSTG 30.33 INS BY 02/09Z: 04006KT 7 BKN015 ALSTG 30.37 INS TEMPO 02/13Z-02/15Z: 3 BR OVC005 BY 02/09Z: 04006KT 7 BKN015 ALSTG 30.37 INS TEMPO 02/13Z-02/15Z: 3 BR OVC005 BY 02/19Z: 06009KT 7 BKN015 OVC060 ALSTG 30.40 INS BY 02/19Z: 06009KT 7 BKN015 OVC060 ALSTG 30.40 INS WEATHER/HAZARD INFORMATION ROTARY STATIC FIXED HOW ARE WE DOING? ISR * STOPLIGHT INFORMATION FOR PLANNING PURPOSES ONLY, * REFER TO FORECASTS FOR TIMES AND SPECIFIC INFORMATION We'd love to hear your input! MAX WINDS: KT MIN VISIBILITY SM PRECIPITATION NONE INTENSITY: TYPE: NONE SKY COVER(AGL): BKN MIN CIG: 005 MAX/MIN TEMP: MAX: MIN: 23 C 23 C 9 C TSTMS/COVERAGE: NONE MT TURBC-CAT II: NONE ICING: NONE MAX PA: -113 MAX DA: SOLAR/LUNAR DATA (LOCAL): -203 MIN FREEZING LVL: BMNT: 02/0607 090 02/0706 SR: 396-7100 or LLWS: NONE SS: 01/1704 EENT: 01/1803 Richard.Butler3@ 01/1358 01/0152 us.army.mil SPACE WX IMPACTS: NONE ILLUM: 70% Hrs Moon >300 REMARKS: NONE WWA TYPE ALTITUDE WINDS AGL(KT)/TEMPS(DEG C) LOCATION VALID TIME(L) 01/2100Z 02/0000Z 010 010: ACTIVE 27409/+15 020: 020. 26308/+15 WWA'S 27610/+13 030: 030: 30505/+13 040: 25610/+12 040: 30206/+11 060 26312/+12 ogo: 25408/+08 ** THIS INFORMATION MAY NOT BE CURRENT ** 080 26719/+05 080 26612/+04 100: 26126/+03 100 26519/+01 HTTP://WWW.BRAGG.ARMY.MIL/WWW-WX FOLLOW LINK AND CLICK <LOCAL WEATHER> TO VIEW ACTIVE WWA'S, AND CURRENT CONDITIONS, OR CONTACT SIMMONS WEATHER FOR THE MOST UP TO DATE INFORMATION. 25829/00 26324/-01 120: 120: 24035/-05 150: 25630/-07 24140/-16 200 24536/-17 FORECASTER: CRC3/KTHUR **AMENDMENT REASON: mmons Weather is on Facebook and Twitter! " us to see live posts on current weather forecast watches, warnings, and advisories. DEVELOPED BY 18TH WEATHER SQUADRON/AIRFIELD SERVICES COMM: (910)396-7414/7100 DSN: 236- FAX: -5211 PMSV: 265.6 UHF 141.25 VHF WEBSITE: HTTP://WWW.BRAGG.ARMY.MILAWWW-WX BRIEF TIME: VOID TIME: BRIFFER:





Aviation Digital Data Service (ADDS)

Output produced by METARs form (1353 UTC 01 December 2014) found at http://www.aviationweather.gov/adds/metars/

KPOB 011258Z AUTO 24007KT 10SM CLR 09/07 A3037 RMK AO2 SLP287 T00900070 \$

TAF KPOB 0110/0216 21006KT 9999 SKC WS020/26035KT QNH3030INS

BECMG 0114/0115 21006KT 9999 SKC QNH3028INS

BECMG 0202/0203 21004KT 4800 BR SKC QNH3028INS

BECMG 0208/0209 30009KT 4800 BR BKN035 QNH3029INS

BECMG 0211/0212 04010G15KT 9999 NSW BKN007 OVC015 QNH3037INS TX20/0120Z TN05/0111Z

KHFF 011256Z AUTO 11001KT 10SM CLR 04/03 A3039 RMK A02 SLP295 T00350034

KFAY 011253Z AUTO 23009KT 10SM CLR 10/08 A3037 RMK A02 SLP280 T01000083

KFAY 011122Z 0112/0212 21005KT P6SM SKC

FM011700 22012KT P6SM SKC

FM012200 22005KT P6SM SCT250

KFBG 011258Z AUTO 23004KT 10SM CLR 08/07 A3037 RMK AO2 SLP288 T00790066 \$

TAF KFBG 0110/0216 21006KT 9999 SKC WS020/26035KT QNH3030INS

BECMG 0114/0115 21006KT 9999 SKC QNH3028INS

BECMG 0202/0203 21004KT 4800 BR SKC QNH3028INS

BECMG 0208/0209 30009KT 4800 BR BKN035 QNH3029INS

BECMG 0211/0212 04010G15KT 9999 NSW BKN007 OVC015 QNH3037INS TX20/0120Z TN05/0111Z

F1.1.2. PACKR30



POSTED: 01/1330L NOVEMBER 2014

FORT BRAGG LOCAL RANGE FORECAST (LRF)

LRF#: 02 AMD:

VALID: 01/1800Z (01/1300L) - 03/0000Z (02/1900L)

NEXT FORECAST: 02/0230Z (01/2130L)

FORECAST COVERAGE AREA IS VALID FOR: FORT BRAGG EAST (SIMMONS, R5311 EAST OF RAEFORD-VASS RD, AND MTFA'S 1,2,&3) AND FORT BRAGG WEST (MACKALL AND RESHI WEST OF RAEFORD-VASS RD).
WEATHER OUTSIDE THESE AREAS WILL BE BRIEFED AS ADDITIONAL DESTINATIONS. FORT BRAGG RANGE AVERAGE SURFACE ELEVATION: +350 FEET MSL ALL HEIGHTS ARE AGL, VISIBILITY IS IN STATUTE MILES. FORT BRAGG WEST FORT BRAGG EAST 23009KT 7 CLR ALSTG 30.33 INS 23009KT 7 CLR ALSTG 30.33 INS BY 02/09Z: 04006KT 7 BKN015 ALSTG 30.37 INS TEMPO 02/13Z-02/15Z: 3 BR OVC005 BY 02/09Z: 04006KT 7 BKN015 ALSTG 30.37 INS TEMPO 02/13Z-02/15Z: 3 BR OVC005 BY 02/19Z: 06009KT 7 BKN015 OVC060 ALSTG 30.40 INS BY 02/19Z: 06009KT 7 BKN015 OVC060 ALSTG 30.40 INS WEATHER/HAZARD INFORMATION STATIC FIXED WING HOW ARE WE DOING? ISR * STOPLIGHT INFORMATION FOR PLANNING PURPOSES ONLY. * REFER TO FORECASTS FOR TIMES AND SPECIFIC INFORMATION We'd love to hear your inputi MAX WINDS KT MIN VISIBILITY: s_{M} PRECIPITATION NONE INTENSITY: TYPE: NONE BKN SKY COVER(AGL): MIN CIG: ttps://tiny.army.mil/r/Q 005 MAX/MIN TEMP MAX: 9 C 23 C TSTMS/COVERAGE: NONE NONE TURBC-CAT II: NONE ICING: NONE MAX PA: MAX DA: -203 SOLAR/LUNAR DATA (LOCAL): MIN FREEZING LVL: 090 BMNT: 02/0607 SR: 02/0706 396-7100 or LLWS: NONE 01/1704 01/1803 Richard Butler3@ MR. 01/1358 MS: 01/0159 SPACE WX IMPACTS: NONE 01/1045-02/0015 ILLUM: 70% REMARKS: NONE ALTITUDE WINDS AGL(KT)/TEMPS(DEG C) LOCATION VALID TIME(L) WWA TYPE 01/2100Z 02/0000Z 22310/+16 010 010: 23913/+16 ACTIVE 020: 27409/+15 020: 26308/+15 WWA'S 030 27610/+13 030: 30505/+13 040: 25610/+12 040: 30206/+11 26312/+12 000: ogo: 25408/+08 080 26719/+05 080 26612/+04 * THIS INFORMATION MAY NOT BE CURRENT ** 100 26126/+03 100: 26519/+01 HTTP://WWW.BRAGG.ARMY.MIL/WWW-WX FOLLOW LINK AND CLICK <LOCAL WEATHER>
TO VIEW ACTIVE WWA'S, AND CURRENT CONDITIONS,
OR CONTACT SIMMONS WEATHER FOR THE MOST UP TO DATE INFORMATION. 120 25829/00 120: 26324/-01 24035/-05 150: 25630/-07

FORECASTER-CRC3/KTHUR

**AMENDMENT REASON:

241407-16

DEVELOPED BY 18TH WEATHER SQUADRON/AIRFIELD SERVICES COMM: (910)396-7414/7100 DSN: 236- FAX: -5211 PMSV: 265.6 UHF 141.25 VHF WEBSITE HTTP//WWW.BRAGG.ARMY.MIL/WWW.WX

24536/-17

200:

BRIEF TIME: VOID TIME: BRIEFER: THE VERSION IS 14NOV40111 FO

F2. ACTUAL WEATHER OBSERVATIONS AND CONDITIONS FOR EVENT

F2.1. METAR

Mackall Army Airfield

KHFF 020056Z AUTO 18001KT 10SM CLR 10/08 A3033 RMK AO2 SLP275 T00990083

Pope Army Airfield

KPOB 020058Z AUTO 00000KT 10SM CLR 12/09 A3031 RMK AO2 SLP267 T01160088

Fort Bragg

KFBG 020058Z AUTO 00000KT 10SM CLR 12/10 A3031 RMK AO2 SLP267 T01210099

Southern Pines

KSOP 020115Z AUTO 22009KT 10SM CLR 13/M17 A3031 RMK AO1

F2.3. TERMINAL AREA FORCAST

0202147. TAF KPOB 0202/0308 22004KT 9999 SKC QNH3026INS

BECMG 0207/0208 22004KT 9999 SCT015 BKN050 QNH3028INS

BECMG 0212/0213 06009KT 9999 OVC015 QNH3032INS

TEMPO 0213/0216 4800 BR OVC008

BECMG 0304/0305 06004KT 9999 OVC008 QNH3034INS TX12/02207.

TN06/0210Z

0202087. TAF KPOB 0202/0308 22004KT 9999 SKC ONH3026INS

BECMG 0207/0208 22004KT 9999 SCT015 BKN050 QNH3028INS

BECMG 0212/0213 06009KT 9999 OVC015 ONH3032INS

TEMPO 0213/0216 4800 BR OVC008

BECMG 0304/0305 06004KT 9999 OVC008 ONH3034INS TX12/0220Z TN06/0210Z

011802Z TAF KPOB 0118/0224 VRB06KT 9999 FEW030 QNH3027INS

BECMG 0209/0210 04006KT 9999 BKN015 QNH3037INS

TEMPO 0213/0215 4800 BR OVC005

BECMG 0220/0221 02006KT 9999 BKN015 QNH3033INS TX23/0120Z

TN08/0210Z

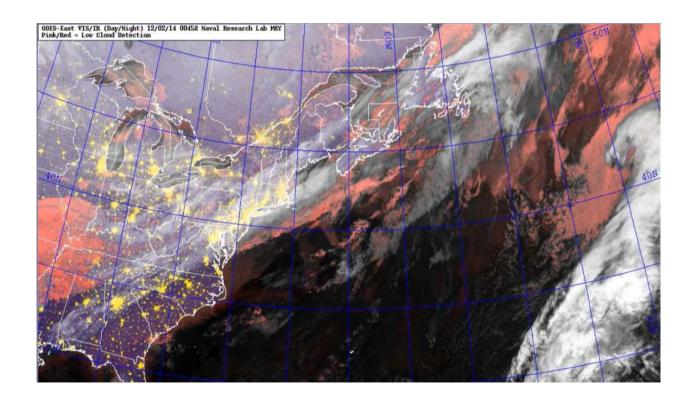
011801Z TAF KPOB 0118/0224 VRB06KT 9999 FEW030 QNH3027INS

BECMG 0209/0210 04006KT 9999 BKN015 QNH3037INS

TEMPO 0213/0215 4800 BR OVC005

BECMG 0220/0221 02006KT 9999 BKN015 QNH3033INS TX23/0120Z TN08/0210Z

F2.4. RADAR WEATHER DATA



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G1. FLIGHT RECORDS

G1.1. MIP1

G1.1.1. AR 2408-12 PERSONNEL SUMMARY

Date:	05 Dec 2014	2406	UN: 3-12 PER:	Page:				
		Name:				Period:		
		MIP1				01 Sep 2014 to	05 Dec 2014	
	ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL	
	C-212	17 Sep 2014	IE	w	T	0.5		
	C-212	17 Sep 2014	IP	D	T	1.0		
	C-212	21 Oct 2014	PC	D	S	2.3		
	C-212	21 Oct 2014	PC	N	S	0.3		
	C-212	21 Oct 2014	IP	D	S	0.4		
	C-212	05 Nov 2014	PC	D	S	0.3		
	C-212	05 Nov 2014	PC	D	S	2.6		
	C-212	08 Nov 2014	PC	N	S	1.9		
	C-212	15 Nov 2014	PC	D	S	0.3	9.6	
	C-27J	04 Sep 2014	IE	w	Ť	1.5		
	C-27J	04 Sep 2014	IP	D	Ť			
	C-27J	05 Sep 2014	IE	D	T	1.0 0.8		
	C-27J	05 Sep 2014	IP	D	T			
	C-27J	09 Sep 2014	IE	w	T	2.5		
	C-27J	09 Sep 2014	IP	D	T	1.5		
	C-27J	11 Sep 2014	IP	D	S	0.5		
	C-27J	11 Sep 2014	IP	D	S	2.7		
	C-27J	11 Sep 2014	IP	D	S	0.3		
	C-27J	15 Sep 2014	IP	D	T	1.1		
	C-27J	16 Sep 2014	IP	D	Ť	0.8		
	C-27J	16 Sep 2014	IE	w	Ť	2.0		
	C-27J	18 Sep 2014	PC	w	Ť	1.3		
	C-27J	18 Sep 2014	PC	D		1.0		
	C-27J	23 Sep 2014	IP	D	Ţ	2.4		
	C-27J	23 Sep 2014	IP	N	Ţ	0.4		
	C-27J	26 Sep 2014	SP	D	T	0.8		
	C-27J	26 Sep 2014	IE	w	1	1.0		
	C-27J	29 Sep 2014	IP	D	Ţ	1.0		
	C-27J	01 Oct 2014	PC	D	Ţ	1.9		
	C-27J	02 Oct 2014	PC	0	F	0.7		
	C-27J	03 Oct 2014	PC		S	1.5		
	C-27J	05 Oct 2014	PC	N D	S	1.7		
	C-27J	06 Oct 2014	PC	w	S	1.4		
	C-27J	06 Oct 2014	PC		S	1.0		
	C-27J	06 Oct 2014	PC	D	S	0.5		
	C-27J	09 Oct 2014	PC	D	S	1.4		
	C-27J	22 Oct 2014	IP	NG	F	1.0		
	C-27J	22 Oct 2014	IP.	D	S	5.0		
	C-27J	23 Oct 2014	IP	D	S	0.5		
	C-27J	23 Oct 2014	SP	D	T	1.9		
	C-27J	30 Oct 2014	IP	NG		0.6		
	C-27J	31 Oct 2014	IP	D	S	2.2 1.8		

Date: 05 Dec 2014

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Page:

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2408-12 PERSONNEL SUMMARY

Name: MIP1

Period:

Total Back Seat Hours

01 Sep 2014 to 05 Dec 2014

ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
C-27J	31 Oct 2014	IP.	D	S	0.5	
C-27J	03 Nov 2014	IP	D	S	1.3	
C-27J	03 Nov 2014	IP		S	1.2	
C-27J	03 Nov 2014	IP	D	S	1.5	
C-27J	03 Nov 2014	IP	D	S	2.7	
C-27J	04 Nov 2014	SP	D	T	1.8	
C-27J	05 Nov 2014	PC	D	F	0.5	
C-27J	14 Nov 2014	IP	D	T	1.7	
C-27J	17 Nov 2014	SP	N	T	1.6	
C-27J	18 Nov 2014	SP	NG	T	2.6	
C-27J	19 Nov 2014	SP	D	S	0.8	
C-27J	20 Nov 2014	IP	N	Ť	0.4	
C-27J	21 Nov 2014	IP	D	T		
C-27J	24 Nov 2014	IE	w	*	1.5	
C-27J	24 Nov 2014	IP	D	T	0.7	
C-27J	25 Nov 2014	SP	D	7	0.3	
C-27J	25 Nov 2014	SP	w	T	0.2	24.2
	- 0.000EEE		50		1.3	66.3
				Total Ho	urs	75.9
				Total Fro	nt Seat Hours	0

G1.1.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE

				AIRCE	RAFT C	LOSEC	OUT SU	MMAR	,				1. Sheet No.
2. Name 3. Rank 4 Period										5. Acft/Fit Sim			
		MIP1						2	1	1 Sep 13	- 31 Aug	14	C-27J
FLIGHT	a.	a. b. c.			FLYING DUTY S						k.	1.	m.
SYM	CP/ CE/ EO	PV OR/ AO	PC/ PO	UT/ MO	IP/ FE/ IO	IE/ FV AC	g. SP/ SV SO	h. MP	ME	ХP	Total This Sheet	From Sheet No.	Total
6. D	22.6	55.4	11.2		1.0	2.2	14.5				106.9		106.9
7. N	0.2	0.3			1.3	0.4	0.2				2.4		2.4
8. H		2.7				1.0	0.5				4.2		4.2
9. W		4.2	1.5			0.6	1.5				7.8		7.8
10. NG	4.0	5.3	2.5				5.2				17.0		17.0
11.												H	
I2. NS													
3. DG/ DS			11 -										
4. TR					H								
5. AA													
6. Total this Sheet	26.8	67.9	15.2		2.3	4.2	21.9				138.3	xxxxx	xxxxxxxx
7. From Sheet No.										F	xxxx		xxxxxxxx
8. Total	26.8	67.9	15.2		2.3	4.2	21.9				xxxx	xxxx	138.3
9. ombat													

DA FORM 759-1

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				AIRCR	AFT CL	OSEO	UT SUN	MARY	,	3 2 2 3			1. Sheet No.
2. Name	,				V 40 Z 30		Rank		1 4. Perio	od			5. Acfl/Flt Sim
		MIP1					DAG	2	241 7 3410		-31 Aug	14	C-212
FLIGHT			0.5	F	LYING DU	TY SYMB					k.	l.	m.
COND	CP/ CE/ EO	b. PV OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FV AC	g. SP/ SV SO	h. MP	i. ME	J. XP	Total This Sheet	From Sheet No. 11	Total
6. D			39.0		41.1	7.7	10.3				98.1	2318.3	2416.4
7. N			2.6		1.9	0.5					5.0	303.1	308.1
8. H						1.0			Ŷ.		1.0	7.8	8.8
9. W						7.9					7.9	164.3	172.2
10. NG													
11.	Vī												
12. NS													
13. DG/ DS													
14. TR												0.8	0.8
15. AA				TV							m		
16. Total this Sheet			41.6		43.0	17.1	10.3				112.0	xxxxx	xxxxxxxx
17. From Sheet No. 11	11.9	175.6	1734.5		652.1	151.4	34.1	34.7			xxxx	2794.3	xxxxxxxx
18. Total	11.9	175.6	1776.1		695.1	168.5	44.4	34.7			xxxx	xxxxx	2906.3
19. Combat											12.1		
20. Immi- nent Danger							171				74	0.5	0.5

DA FORM 759-1

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				AIRCE	RAFT C	LOSEC	OUT SU	MMARY	,				1. Sheet No.
2. Nam	8	_	_	- 11 11	Q12 116	LANCE OF STREET	Rank	rentació y	4. Peri	od			5. Acft/Fit Sim
		_MIP	1				DA	C			-31 Aug	14	C-12C
FLIGHT	a.	1 b.	1.0		LYING DI	_					k.	1.	m.
SYM	CP/ CE/ EO	PV OR/ AO	PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. FV AC	g. SP/ SV SO	h. MP	ME	J. XP	Total This Sheet	From Sheet No. 11	Total
6. D			13.6		7.8	4.7	4.0	8.6			38.7	1194.9	1233.6
7. N		3.3	3.3		2.0			0.4			9.0	206.2	215.2
8.				-							-		
н						11.7						14.2	14.2
9. W			3.3		7	2.3	1.1	0.8			7.5	352.1	359.6
10. NG													
11,						7							
12.		13				-							
NS		100	£			100							
DG/ DS			11									-1	
14.								-					
TR													
AA													
Total this Sheet		3.3	20.2		9.8	7.0	5.1	9.8			55.2	xxxx	xxxxxxxx
7. From Sheet No.]]	3.3	585.8	991.6		102.1	49.2	24.3	11,1			xxxx	1767.4	XXXXXXXX
8. Total	3.3	589.1	1011.8		111.9	56.2	29.4	20.9			xxxx	xxxxx	1822.6
9. ombat				Į, į									
0. mmi- nent anger												3.6	3.6

DA FORM 759-1

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			PART I	. BIO/DE	MOGRA	PHIC					1. She		
2. Name			MI	D1			-				3. Ran	k 12	2
4. Period				11		5. 0	ОВ	-	6. ASED		7. Bran	DAC	
8. Compone	nt 1 S	Sep 13 - 31	Aug 14 9. Unit						07 Au	g 80	LC -	AV	
3 2 1 2 1	RA		o. Omi		USASO	C FLIGH	т сом	PANY			10. DM	os	
1. Duty Pos		7 2 2 2	77.6				Operation	33	on				_
	Instru	ctor Pilot /	Examiner						Yes	15 Apr 0	3		
						FLIGHT H QUALIFI		NS.					
Acft	b. Date	C.	d.	e.	f.	g.	h.	1.	11	k.	I.	m.	n.
System	Qual	Last Flight	Total Time	CP/ CE/ EO	OR/ AO	PC/ PO	MO	FE/	FV AC	SP/ SV SO	MP	ME	×
UH-IH	08 Aug 80	31 Jan 90	29.0		13.0	16.0							
UH-60A	01 Nov 84	27 Aug 91	977.3	17.0	371.0	181.4		374.3	10.1	23.5			
NG	01 Aug 86	31 Jul 91	544.7										
UH-60L	01 Feb 90	22 Mar 02	261.4	0.5	29.1	30.1		131.2	54.5	16.0			-
NG	01 Feb 90		2.0						1000	1.38%			
MH-60L	01 Feb 90	25 Aug 00	161.3		16.3	52.2		70.8	20.0	2.0			-
NG	01 Feb 90	19 Oct 91	58.5						1	4.0		-	-
MH-60A	01 Feb 90	23 Sep 91	262.7	1	91.6	88.9		39.5	15.5	27.2			-
A-90	06 Mar 92	18 Jul 95	261.2		46.7	13.6		158.8	29.7	11.9	0.5		
RU-21	10 Apr 92	28 Sep 94	1010.1		263.6	281.3	92.4	216.8	148.0	8.0	0.5		
U-21A	11 May 93	30 Jun 93	47.8	23.9	23.9					1.50			-
C-12C	05 Jul 94	11 Jul 14	1822.6	3.3	589.1	1011.8		111.9	56.2	29.4	20.9		-
RC-12D	05 Jul 94	11 Apr 95	18.1	5.7	12.4	- 3.5		1	7.00	-10.7	20.7		-
C-12F	26 Apr 95	12 Jul 95	64.7	-	24.6	40.1					-		
RC-12	26 Jan 96	05 Jun 97	186.2	16.3	32.7	148.1		5.4					
C-12U	26 Jan 96	28 Feb 97	297.9		218.0	79.9							
C-212	19 Nov 98	27 Aug 14	2906.3	11.9	175.6	1776.1		695.1	168.5	44,4	34.7		-
C-12D	15 Nov 04	02 Mar 05	85.8	1.6	34.8	49.4		1.5	(EZ.57.5)		2.00		

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			PART I.	BIO/DE	MOGRA	PHIC					1. She		
2. Name			M	ID1						-	3. Ran	12 k	_
4. Period			IVI	IP1		5. D	OB	- 1	3. ASED		7. Bran	DAC	
8. Componer	15	lep 13 - 31 /	Aug 14						07 Au	g 80	7. Dian	AV	
b. Componer	RA.). Unit		USASO	FLIGH	TCOM	DANIV			10. DM		
11. Duty Pos	ition		-				peration		n				
	Instru	ctor Pilot / I	xaminer				,			15 Apr 0	3		
					ART II. F								
а.	b.	C.	d.	e.	f.	g.	h.	S Ti.	11	l k.	11	m.	n.
Acft System	Date Qual	Last Flight	Total Time	CP/ CE/ EO	PV OR/ AO	PC/ PO	MO	IP/ FE/ IO	FV AC	SP/ SV SO	MP	ME	X
UV-20A	02 Jul 07	22 Jul 13	523.0	6.2	32.0	275.0		183.7	19.2		6.9		
C-27J	03 Apr 14	28 Aug 14	138.3	26.8	67.9	15.2		2.3	4.2	21.9			
NG		26 Aug 14	17.0										
C-12FS		19 Oct 12	172.2	20.0	90.0	62.2						y 44	
2B-24	-		71.0		56.0	15.0							-
2B-38	, -		152.0	5.0	22.0	11.0	26.0	35.5	26.5	26.0			
NG			3.0	-				22.400	5-1-4	20.0			
U-21FS	= 1		62.6	31.3	31,3	13.0							
FW			705.3	1.2	670.1	9.7		17.2	5.1	2.0			
		. —							2.1	2.0			
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					7 3	-							
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Combat		lh to	minent Da		TION B.	_				_			
	86.0	J. III		nger 16.9		c. Civil	ian RW			d. Milita	ary RW 169	1.7	-
Civilian FW		f. Mil	itary FW	67.3		g. Hist	orical Hou	ITS		h. Tota			-

FORM 759 Page 2 of

For use of t	his form, see Al	R 95-1, AR	ECORD AND FLIGH 95-23, and FM 3-04.300;	IT CERTIFICATE-Al the proponent agency is	RMY (Cont'd) DCS, G-3/5/7.	1. Sheet No.
2. Name	MI			3. R	ank	4. Period
			DAE	RT III. ATP	DAC	1 Sep 13 - 31 Aug 14
1. FAC	2. MTFE		3. Phys Exam	4. Ejection Seat	T & AHOL	Target Arrive Co.
NA	11.	Jul 13	26 Aug 14	4. Ejection Seat	5. Alt Chamber 15 May 1	and and a complete
7. Primary Acft		8. RL	3.7	9. Std Fit Eval		3 09 Aug 14 Inst Eval
C-21 11. Alternate Acft	4	12 RL	NA	20 Jun 13. Std Fit Eval		20 Jun 14
		7.7		15. Sto Fit Eval	14.	Inst Eval
15. Additional Acft		16. RL	. 0.	17. Std Fit Eval		
C-27J		1	NA		11 Jun 14	
1. Records closed			PART IV f birth month.	. REMARKS		
3. Aviator must we 4. ACT-E annual s 5. Aviator complet 6. Aviator qualified logged under "FW" 7. Aviator designat 8. Aviator complete 9. Aviator has complete 9. Aviator has complete	ear corrective ustainment tra ed C-212 -10 I in C-27J air time on DA ed an SP/FCF ed C-27J -10 pleted ATP re	lenses what in a correction of the Correction of	3 APR 14. Added 183.3 27J on 11 JUN 14. 9 JUN 14.	is a crewmember.		
I. Aviator remove	i from UV-2(A aircraft	t due to aircraft not bei	ng returned to service.		
ommander's Typed N	ame, Rank, Bra	anch	Signature Digitally signe	and Review		Date
W5, AV			Digitally come	d uring CAC		

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Page 3 of 3 SED V2:00

G1.1.3. DA 7122 CREW MEMBER TRAINING RECORDS



DEPARTMENT OF THE ARMY

HEADQUARTERS, UNITED STATES ARMY SPECIAL OPERATIONS COMMAND 2929 DESERT STORM DRIVE FORT BRAGG, NORTH CAROLINA 28310-9110

AOAO

1 September 2010

MEMORANDUM FOR Commander, United States Army Special Operations Command, Flight Detachment (UFD), Fort Bragg, NC 28310-5000

SUBJECT: UFD Waiver From Additional Training Requirements

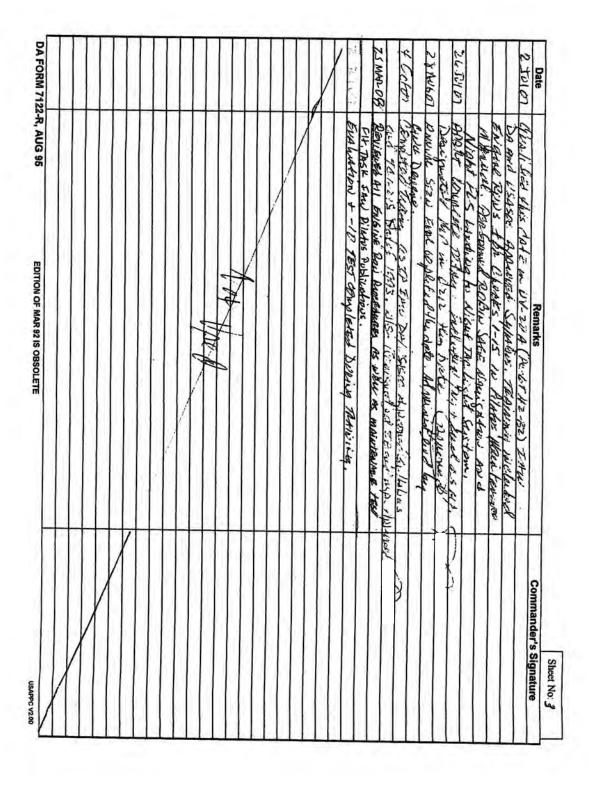
- I. References:
 - a. AR 95-1, Aviation Flight Regulations, 12 November 2008.
- TC 3-04.11 Commander's Aircrew Training Program for Individual, Crew, and Collective Training, 19 November 2009.
- The UFD does not have any Aircraft Survivability/Electronic Warfare (ASE/EW) equipment installed on its aircraft; therefore, ASE/EW training IAW AR 95-1, paragraph 4-15a is not required in the unit Aircrew Training Program (ATP).
- The UFD is a non-tactical TDA unit with no wartime mission; therefore, Recognition of Combat Vehicle (ROCV) training IAW TC 3-04.11, paragraph 4-76 and Personnel Recovery (PR) training IAW paragraph 4-77 is not required in the unit ATP.
- The UFD has no issued Chemical, Biological, Radiological, and Nuclear (CBRN) equipment; therefore, CBRN training IAW TC 3-04.11, paragraph 4-88 is not required in the unit ATP.
- 5. The above listed additional training requirements are waived IAW AR 95-1. This waiver shall be kept on file with UFD Flight operations. A copy of this waiver shall be placed in each UFD aircrew member's Individual Aircrew Training Folder (IATF) as well as their Individual Flight Record Folder (IFRF) while assigned to this unit ATP.
- Point of contact for this action is CW5

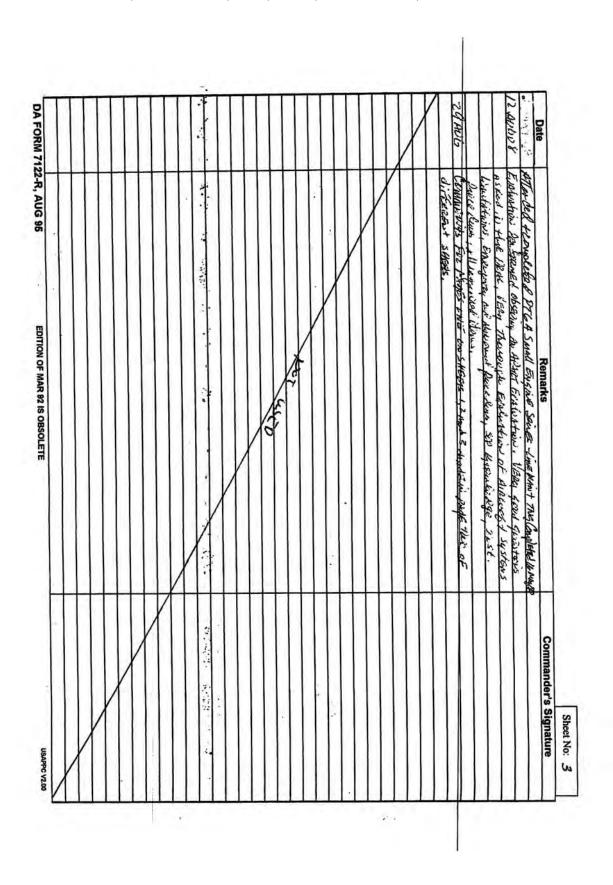
COL, AV Director, Special Operations Aviation

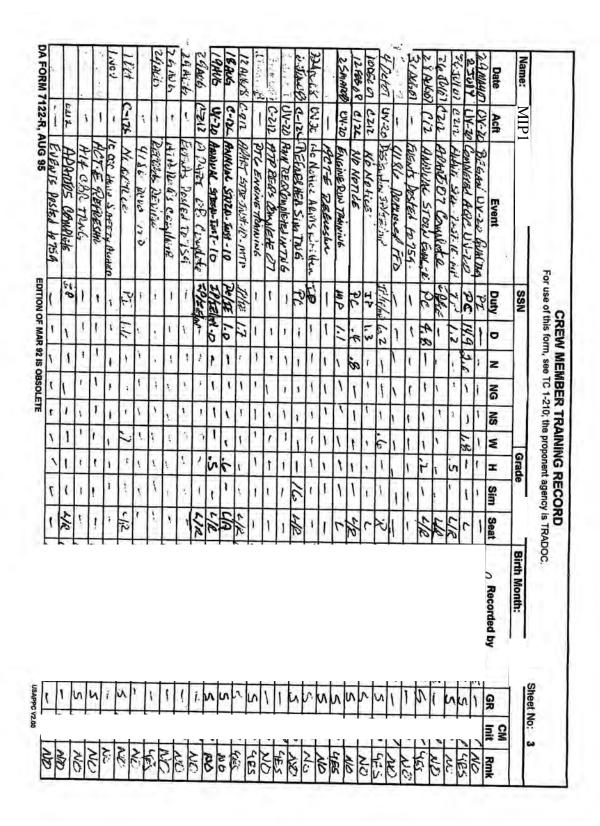
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		33				2000658			77.1.4	15JVWS		POPMEN						30 A/R 09	16JAN 03	165AN 05	Date
			15 TO TO			ME EVALUATION CONDUCTED BY MK BILLY SCHASEN	TO PRAPORE EUALS ATTOMS.	THE DSOA MENG DATED IG JAN OF AUTHORIZING HIM	BY THOMAS CALLEST (FOR CARE # 1572656) FAU	A STANDARDIBATION APART ITJAL WAS CONDUCTED	WITH DAG POWELL AS THE SAPETY FILE	CUERRANCY FUT WAS COMPURED THE BATE	106	A RED X STATUS FOR 22 DAYS, THERE IS	MEDICAL GROUNDING AND THE SOUE ALC. IN	TO OTHER ALC MISSION REQUIREMENTS, IS DAY	REQUIREMENT, UNARUE TO MAINTAIN CURCENCY QUE	REGUEST A WATER TO THE GOLDAY ALC GURGENSY	DESIGNATED AS SP IN THE UVICE	14	Remarks
																					Communication

Name: MIP1		000				1	1	1		9	
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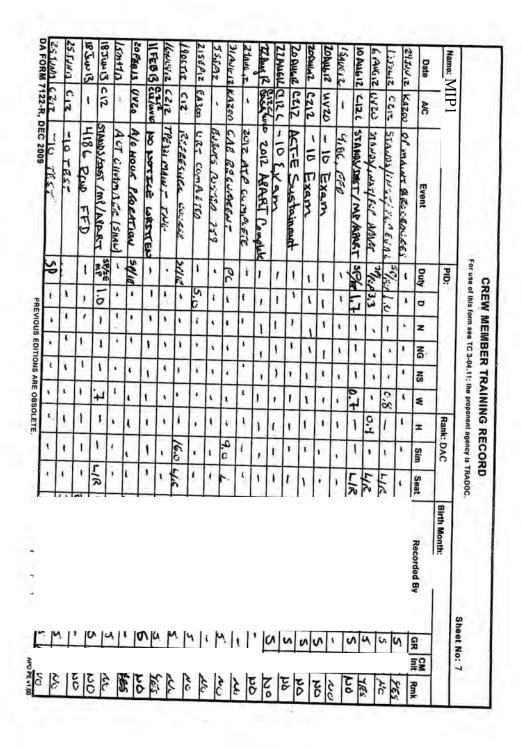
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G1.2. MP1

G1.2.1. AR 2408-12 PERSONNEL SUMMARY

Date:	05 Dec 2014		UNC	CLASSIFIED		Pa	ge: 1
		2408	-12 PER	SONNEL SU	MMARY		
		Name:				Period:	
		MP1				01 Sep 2014 to	05 Dec 2014
	ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
	C-27J	05 Sep 2014	PI	D	T	2.9	
	C-27J	09 Sep 2014	PI	D	T	1.0	
	C-27J	09 Sep 2014	PI	w	T	2.0	
	C-27J	10 Sep 2014	PI	D	T	2.3	
	C-27J	11 Sep 2014	PI	D	T	2.0	
	C-27J	11 Sep 2014	PI	н	T	1.5	
	C-27J	12 Sep 2014	PL	D	T	0.6	
	C-27J	12 Sep 2014	PI	w	T	3.0	
	C-27J	15 Sep 2014	PC	D	S	0.4	
	C-27J	15 Sep 2014	PC	w	S	4.0	
	C-27J	16 Sep 2014	PI	D	T	2.0	
	C-27J	16 Sep 2014	PI	w	T	0.8	
	C-27J	18 Sep 2014	PI	D	T	2.4	
	C-27J	17 Nov 2014	PI	N	T	1.6	
	C-27J	18 Nov 2014	PI	NG	T	2.6	
	C-27J	20 Nov 2014	PI	N	T	0.4	29.5
					Total Ho	urs	29.5
					Total Fro	ont Seat Hours	0
						ck Seat Hours	0

G1.2.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE

				AIRCE	RAFTC	LOSEO	UT SU	MARY	1				1. Sheet No.
2. Name	9	N/D1				3.	Rank		4. Peri		-		5. Acft/Fit Sim
- Tell 2		_MP1		-	VINO D	177.4 C) (14.0	CIV			9 Jun 14	- 30 Sep		C-27J
FLIGHT COND SYM	a. CP/ CE/ EO	PV OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	IE/ FV AC	g. SP/ SV SO	h. MP	ME	j. XP	k. Total This Sheet	From Sheet No.	m. Total
6. D		13.2	0.4								13.6	322.0	335.6
7. N												7.2	7.2
8. H		1.5								1	1.5		1.5
9. W		5.8	4.0								9.8		9.8
10. NG	М											70.8	70.8
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12. NS													
DG/ DS			ы	131									
14. TR													
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DA FORM 759-1

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			PART I.	BIO/DE	MOGRAF	HIC					1. Shee	t No.	
2. Name		_			1177107						3. Rank	1	
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11. Duty Pos		7J Instructo	or Pilot			12. 0	peration	al Position		20.1			-
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a.	b.	C.	d.	е.	f.	g.	h.	II.	1	k.	11	m.	n.
Acft System	Date Qual	Last Flight	Total Time	CP/ CE/ EO	PV OR/ AO	PC/ PO	MO	IP/ FE/ IO	FV AC	SP/ SV SO	MP	ME	XF
T-38	07 Nov 88		1.4		24	1.4		11.7				2	17
KC-135R	17 Feb 89		1943.7		931.6		TP.	1012.1			-	7 1	
B-IB	06 Aug 96		894.1			894.1							
NG	01 Sep 99		22.4										
E-8C	17 Oct 02		1398.9	3						1398.9			7
C-27J	19 May 11	18 Sep 14	424.9		20.5	4.4		79.2	320.8	-			
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Page 1 of 3 SED V2.00

For use of	DIVIDUAL this form, see	FLIGHT RI AR 95-1, AR	ECORD AND FLIGH 95-23, and FM 3-04.300;	T CERTIFICATE the proponent agence	-ARMY (Control is DCS, G-3/5/7.	t'd)	1. Sheet No.
2. Name					3. Rank		4. Period
	N	Л Р1			CIV		9 Jun 14 - 30 Sep 14
1 546				RT III. ATP			
1. FAC NA	2. MT	E	3. Phys Exam	4. Ejection Sea	5. Alt CI	namber	6. APART Completed
7. Primary Acft	-11	8. RL	23 Oct 13	9. Std Flt Eval		110	nst Eval
C-21	73	136-	NA	22.214.4.8161		,	ios Erai
11. Alternate Acft		12 RL		13. Std Fit Eval		14. li	nst Eval
15. Additional Acft		16. RL		47 044 54 5			
is. Produitinal Profe		IO. ILL		17. Std Flt Eval			
			PARTI	V. REMARKS			
1. Records closed	1	to end of	f birth month.	····			
	ATP requir		o C-27J qualification (APART period.		
Commander's Typed	Name, Rank	, Branch	Signature Manual entry	y into CAFRS certified	using CAC.		Date

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G1.2.3. DA 7122 CREW MEMBER TRAINING RECORDS

G1.3. MP2

G1.3.1. AR 2408-12 PERSONNEL SUMMARY

Date:	05 Dec 2014	2400		CLASSIFIED SONNEL SU		F	age: 1			
			MMARY							
		Name:				Period:				
		MP2				01 Aug 2014 to	05 Dec 2014			
	ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL			
	C-12C	01 Aug 2014	PI	w	T	0.6				
	C-12C	01 Aug 2014	PI	D	T	0.1				
	C-12C	16 Aug 2014	PI	W	S	0.5				
	C-12C	16 Aug 2014	PI	D	S	0.5				
	C-12C	16 Aug 2014	PI	D	S	0.5				
	C-12C	16 Aug 2014	PI	W	S	0.5				
	C-12C	03 Sep 2014	PC	D	T	1.0				
	C-12C	10 Sep 2014	PI	D	S	1.6				
	C-12C	11 Sep 2014	PI	D	S	1.6				
	C-12C	26 Sep 2014	PI	D	S	1.0				
	C-12C	26 Sep 2014	PI	D	S	1.0				
	C-12C	26 Sep 2014	PI	W	S	0.5				
	C-12C	26 Sep 2014	PI	W	S	0.5				
	C-12C	29 Sep 2014	PI	W	T	0.6				
	C-12C	29 Sep 2014	PI	N	T .	0.5				
	C-12C	08 Oct 2014	PI	D	T	1.4				
	C-12C	08 Oct 2014	PI	D	T	1.3				
	C-12C	08 Oct 2014	PI	W	T	0.3				
	C-12C	24 Oct 2014	PI	N	S	1.0				
	C-12C	24 Oct 2014	PI	D	S	1.0				
	C-12C	24 Oct 2014	PI	W	S	0.5				
	C-12C	24 Oct 2014	PI	D	S	1.2				
	C-12C	24 Oct 2014	PI	N	S	1.0				
	C-12C	24 Oct 2014	PI	D	S	1.0				
	C-12C	08 Nov 2014	PC	D	S	2.6				
	C-12C	08 Nov 2014	PC	W	S	0.5				
	C-12C	08 Nov 2014	PC	N	S	2.7				
	C-12C	12 Nov 2014	PI	D	S	1.1				
	C-12C	13 Nov 2014	PI	W	S	1.0				
	C-12C	13 Nov 2014	PI	N	S	0.5	28.1			
	C-12FS	30 Oct 2014	PI	D	т	4.0				
	C-12FS	30 Oct 2014	PC	D	T	4.0	8.0			
	C-27J	04 Aug 2014	OR	D	T	1.7				
	C-27J	04 Aug 2014	PI	D	T	1.8				
	C-27J	05 Aug 2014	PI	D	T	1.5				
	C-27J	05 Aug 2014	OR	D	T	1.6				
	C-27J	06 Aug 2014	PI	D	T	1.8				
	C-27J	07 Aug 2014	PI	D	T	3.1				
	C-27J	08 Aug 2014	PI	D	T	1.7				
	C-27J	13 Aug 2014	PI	D	T	1.4				
	C-27J	13 Aug 2014	OR	D	T	1.4				

Date: 05 Dec 2014

UNCLASSIFIED 2408-12 PERSONNEL SUMMARY

Page:

2

Name:

MP2

Period:

01 Aug 2014 to 05 Dec 2014

						00 Dec 20
ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL
C-27J	14 Aug 2014	CP	D	T	0.5	
C-27J	14 Aug 2014	OR	D	Ť	1.0	
C-27J	14 Aug 2014	PI	D	T	0.5	
C-27J	15 Aug 2014	PI	D	Ť	1.3	
C-27J	15 Aug 2014	CP	D	T	1.2	
C-27J	19 Aug 2014	PI	D	T	1.5	
C-27J	19 Aug 2014	CP	D	T	1.5	
C-27J	20 Aug 2014	PI	D	T	1.4	
C-27J	20 Aug 2014	CP	D	T	1.4	
C-27J	21 Aug 2014	PI	D	T	0.6	
C-27J	21 Aug 2014	CP	D	T	0.6	
C-27J	22 Aug 2014	PI	N	T	1.1	
C-27J	22 Aug 2014	CP	N	T	1.1	
C-27J	27 Aug 2014	OR	NG	T		
C-27J	27 Aug 2014	PI	NG	Ť	1.5	
C-27J	28 Aug 2014	PI	NG	Ť	1.5	
C-27J	28 Aug 2014	OR	NG		2.1	
C-27J	29 Aug 2014	OR	NG	Ţ	2.1	
C-27J	29 Aug 2014	PI	NG	Ţ	1.1	
C-27J	05 Sep 2014	PI	н	T	1.1	
C-27J	05 Sep 2014	PI	D	T	0.8	
C-27J	08 Sep 2014	PI	w	T	2.5	
C-27J	08 Sep 2014	PI	D	T	0.5	
C-27J	08 Sep 2014	PI	D	T	1.8	
C-27J	16 Sep 2014	PI	D	T	1.6	
C-27J	19 Sep 2014	PI	N	Ť	1.3	
C-27J	19 Sep 2014	PI	D	Ť	1.9	
C-27J	19 Sep 2014	PI	D	T	1.5	
C-27J	19 Sep 2014	PI	D		3.9	
C-27J	23 Sep 2014	PI	D	Ţ	0.5	
C-27J	23 Sep 2014	PI	N	Ţ	0.4	
C-27J	02 Oct 2014	PI	D	T	0.8	
C-27J	03 Oct 2014	PI	N	S	1.5	
C-27J	05 Oct 2014	PI	D	S	1.7	
C-27J	06 Oct 2014	PI	D		1.4	
C-27J	06 Oct 2014	PI	D	S	1.4	
C-27J	06 Oct 2014	PI	w		0.5	
C-27J	15 Oct 2014	PI	D	S	1.0	
G-27J	15 Oct 2014	PI	D	S	0.5	
C-27J	17 Oct 2014	PI	D	S	3.3	
C-27J	21 Oct 2014	PC	D	T	3.0	
C-27J	23 Oct 2014	PI	D	S	4.4	
C-27J	23 Oct 2014	PI	D	S	0.5 1.9	

Date: 05 Dec 2014

UNCLASSIFIED 2408-12 PERSONNEL SUMMARY

Page:

3

Name: MP2

Period:

01 Aug 2014 to 05 Dec 2014

ACFT	DATE FLOWN	DUTY	CONDITION	MISSION	TIME FLOWN	TOTAL		
C-27J	05 Nov 2014	PC	N	S	0.5			
C-27J	05 Nov 2014	PC	D	S	0.5			
C-27J	05 Nov 2014	PC	D	S	0.2			
C-27J	05 Nov 2014	PC	D	S	2.7			
C-27J	14 Nov 2014	PI	D	T	1.7			
C-27J	21 Nov 2014	PI	D	T	1.5			
C-27J	24 Nov 2014	PC	D	S	1.5			
C-27J	24 Nov 2014	PC	w	S	0.5			
C-27J	26 Nov 2014	PC	D	S	0.3			
C-27J	26 Nov 2014	PC	w	s	0.6			
C-27J	26 Nov 2014	PC	N	s	1.4	89.1		
				Total Ho	urs	125.2		
				Total Fro	ont Seat Hours	0		
				Total Ba	ck Seat Hours			

G1.3.2. DA 759 INDIVIDUAL FLIGHT RECORD & FLIGHT CERTIFICATE

		For u	se of this	form, see	AR 95-1, A	R 95-23,	and FM 3-0	04.300; the	proponer	FICATE at agency is	s DCS, G	3/5/7.		
					FLYII	NG HO	URS W	ORK SI	HEET					
1. Name	•	M	P2				2.	Rank	DAC		3. Per	iod I Aug 13	- 31 Jul	14
Section A. (C-212) Section B. (C-27J)	Section)
Date	Duty Sym	Fit Cond	Msn Sym	Hours	Date	Duty Sym	Fit Cond	Msn Sym	Hours	Date	Duty Sym	Fit Cond	Msn Sym	Hour
a.	b.	c.	d.	θ.	a.	b.	C.	d.	0.	а.	b.	c.	d.	θ.
MAY	PC	D		2.8	AUG	No	Time	Flown						
JUN	PC	D		3.5	SEP	No	Time	Flown						-
	PI	D		1.7	JLI	110	Time	Tiowii				155		
	PI	Н		0.3	OCT	No	Time	Flown		-				
JUL	PC	D		0.5	NOV	No	Time	Flown						
					DEC	No	Time	Flown						
					JAN	No	Time	Flown						
					FEB	No	Time	Flown						
					MAR	No	Time	Flown						
					APR	No	Time	Flown						
					MAY	No	Time	Flown	- 14					
	ES	1-34				110	Time	Tiomi						
				T-2	JUN	No	Time	Flown						
				7-31	JUL	CP	D		1.6			F. T.		
						PI	D		10.6					
						PI	w		3.3					
												12-3		
				100										
				17.0										
				1								Vis I		
	1-2-1					7-2								
					***	1	N OF SEP	-						

		1,0,0	00 01 11110	10111, 306 /		A 7 1 1 1 1				it agency i	s DCS, G	-3/5/7.			
					FLYI	NG HO	URS W		HEET						
1. Name	е.	M	P2			2. Rank DAC						3. Period 1 Aug 13 - 31 Jul 14			
Section A. (C-12C)					Section B. (C-12C)	Section	C. (C-2)	
Date	Duty Sym	Fit Cond	Msn Sym	Hours	Date	Duty Sym	Fit Cond	Msn Sym	Hours	Date	Duty Sym	Fit Cond	Msn Sym	Hou	
a.	b.	c.	d.	6.		b.		13		C- 0		W. C. 196.			
AUG	OR.	D	u.	1.5	8.	D.	C.	d.	θ.	0.	b.	c.	d.	θ.	
AUG	PI	D	-	3.2	0.0	DI	-		0.0	AUG	PC	D		13.	
_	PI	Н		0.2	JUL	Pl	D		0.5		PC	N		6.6	
		n		0.2							PI	D		2.6	
SEP	PI	D		4.0							PI	N		2.5	
-	PI	N		0.7						SEP	IP	D		1	
1-1		-		0.7						SEF	PC	D		17.	
OCT	PI	D		6.3							PC	N		3.7	
	PI	W	100	0.8					-		PI	D		2.2	
										-		-		2.2	
NOV	PC	D	_=1	2.3	-				5.27	OCT	PC	D	-	4.3	
	PI	D		7.7				-			PC	w		1.0	
	PI	N		4.3			-				PI	D		3.9	
	PI	W		4.4				12.5			PI	w		1.9	
												- "	-	1.5	
DEC	PI	D		2.0	1					NOV	PC	D	-	9.3	
	PI	W		1.9							PC	N		3.9	
						17.0					PI	D		1.7	
JAN	PC	D		0.9		-				h = " _ I					
	PI	D		4.8						DEC	IP	D		3.6	
	PI	W		0.8			2 =		I		PC	D		0.4	
PPD	00	-							100		Pl	D		8.6	
FEB	PC	D		0.5		=="								-	
-	PC	W		1.5		- 1				JAN	IP	D	1	4.2	
MAR	DI	-								7	PC	D		4.7	
WAK	PI PI	D		4.4							PC	N		2.3	
-	Pl	N W		1.0							PC	W	$T \equiv T$	0.6	
	rı -	W		1.8					4	177	PI	D		0.6	
APR	PC	D		42					1						
ALK.	PC	N	-	4.7						FEB	1P	D	-	1.8	
	PC	W		1.0							-				
	PI	D		4.1					3-5-1	MAR	IP	D		9.1	
	PI	Н		1.8							IP	W		3.3	
	PI	W	-	3.1		-	-				PC	D		6.9	
			-	3.1						ADD	ID	-			
MAY	PI	D		6.3				-		APR	IP IP	D		9.9	
	PI	н		0.5						-	PI	N D		1.1	
				0.0							FI	D		2.6	
JUN	PC	D		0.2			_		-	MAY	IP	D		17.3	
	PC	w		1,2		-	000				IP	N		2.5	

				AIRCR	AFT CL	OSEO	UT SU	MMAR	1		773		1. Sheet No. 12
2. Name	е	MDA				Rank		4. Peri		5. AcfVFlt Sim			
FLIGHT	MP2			FL	YING DU	TY SYMB	DA(-		Aug 13	- 31 Jul	14	C-27J
COND	a. CP/ CE/ EO	b. PV OR/ AO	c. PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FV AC	SP/ SV SO	h. MP	ME	j. XP	Total This Sheet	From Sheet No.	Total
6. D	1.6	10.6									12.2		12.2
7. N									1				
8. H											F		
9. W		3.3	Īij								3.3		3.3
10. NG													
11.			= 4										
12. NS													
13. DG/ DS													
14. TR		11.3											
15. AA				1									
16. Total this Sheet	1.6	13.9									15.5	xxxxx	xxxxxxxx
17. From Sheet No.											xxxx		xxxxxxxx
18. Total	1.6	13.9									xxxx	xxxx	15.5
19. Combat		5.1									7		
20. Immi- nent Danger													

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		For	use of this	form, see	AR 95-1, A	AR 95-23,	and FM 3-	04.300; th	e propone	nt agency	E - ARI	-3/5/7.	
				AIRCR	AFT CI	LOSEO	UT SUI	MMARY					1. Sheet No.
2. Name	e	_	_	a.v. c.	2.25		Rank	1019 111	4. Peri	od			5. Acft/Fit Sim
1		$_{\rm MP2}$	2			DAC					-31 Jul	14	C-12C
FLIGHT						TY SYMB	OL				k.	T.	m.
SYM	CP/ CE/ EO	PV OR/ AO	PC/ PO	d. UT/ MO	e. IP/ FE/ IO	f. IE/ FV AC	SP/ SV/ SO	h. MP	i. ME	J. XP	Total This Sheet	From Sheet No. 11	Total
6. D		44.8	8.6								53.4	1429.1	1482.5
7. N		6.0	1.0					Y			7.0	268.3	275.3
8. H		2.5									2.5	18.5	21.0
9. W		12.8	4.7								17.5	359.7	377.2
10. NG													
11.													
12. NS													
13. DG/ DS		1-1											
14. TR			1 1	Ī								1.0	1.0
15. AA												1.2	1.2
16. Total this Sheet		66.1	14.3								80.4	xxxxx	xxxxxxx
17. From Sheet No. []	20.3	1475.6	581.9								xxxx	2077.8	xxxxxxxx
18. Total	20.3	1541.7	596.2								xxxxx	xxxx	2158.2
19. Combat												E	
20. Immi- nent langer						Fi							

DA FORM 759-1 UNCLASSIFIED

		-000		AIRC	RAFT CI	OSEC	UT SU	MMARY	/		-		1. Sheet No.
2. Nam	18		_	OVAL ARE	700		Rank		4. Peri	od			5. Acft/Fit Sim
1		_MP2	2				DA	C			- 31 Jul	14	C-212
FLIGHT COND SYM		b. PV OR/	C. PC/ PO	d. UT/ MO	e. IP/ FE/	TY SYME f. IE/ FV	GL g. SP/ SV	h. MP	i. ME	J. XP	k. Total This Sheet	From Sheet No. 11	m. Total
	EO	AO			10	AC	so						
6. D		23.9	63.2		50.4						137.5	2139.3	2276.8
7. N		2.5	16.5		3.6						22.6	412.2	434.8
8. H		0.3							11		0.3	5.3	5.6
9. W		1.9	1.6		3.3						6.8	138.7	145.5
10. NG												Ē	
11.										1			
12. NS													
DG/ DS		7											
I4. TR				Ħ									7
15. AA									5			2.1	2.1
16. Total this Sheet		28.6	81.3		57.3						167.2	xxxxx	xxxxxxxx
7. From Sheet No. 11	37.2	438.9	2024.6	15.4	181.5						xxxxx	2697.6	xxxxxxxx
8. Total	37.2	467.5	2105.9	15.4	238.8						xxxxx	xxxxx	2864.8
9. ombat												11	
0. mmi- nent anger												5.1	5.1

DA FORM 759-1

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			PART I.	BIO/DE	MOGRA	PHIC					1. Shee	277.5	
2. Name		_					-	_			3. Rani	12	
4. Period			M	P2								DAC	
4. Penod	1.4	Aug 13 - 31	bil 14			5. D	ОВ		6. ASED	02	7. Bran		
8. Compone			9. Unit					_	08 No	V 63	10. DM	OS	-
	RA				USASO	CFLIGH	T COM	PANY					
11. Duty Pos	ition	Diles				12.	Operation	al Positi		N 785 a			
		Pilot			ART II. F	LIGHT	OUDE		Yes	01 Apr 0	3		
					TION A.			IS					
a. Acft	b. Date	c. Last	d. Total	e. CP/	f.	g.	h.	T.	1	k.	L	m.	n.
System	Qual	Flight	Time	CE/ EO	OR/ AO	PC/ PO	MO	FE/ IO	FV AC	SP/ SV SO	MP	ME	XF
OH-58A	09 Nov 83	04 Jul 92	8.3	8.3									
OH-58C	09 Nov 83	31 Jul 89	6.0	6.0	- 4				1				
C-12C	05 May 93	03 Jul 14	2158.2	20.3	1541.7	596.2							-
RC-12D	05 May 93	05 May 93	5.0		5.0								-
C-12D2	24 Feb 94	02 Aug 01	272.1		122.2	77.1		72.8					-
C-12F	20 Dec 95	10 Mar 99	1164.2	1.8	404.6	444.9		240.4		63.6	8.9		
C-12J	22 Jul 97	09 Nov 98	363.8		44.9	144.0		113.4		58.3	3.2		
UC-35A	14 Jan 99	19 Oct 01	1738.2	15.7	459.8	1023.4		222.1		17.2			-
C-212	26 Jun 03	03 Jul 14	2864.8	37.2	467.5	2105.9	15.4	238.8					
C-12D	10 Sep 04	26 Jan 05	98.1		47.9	50.2							5
C-12FS		16 Mar 12	172.0	32.0	86.0	54.0							
RW			1058.6	1.3	127.5	338.4	23.0	470.4		98.0			
FW		T T	592,2	79.6	423.3	89.3	=1						Ē
			1,000									-3	
				SEC	TION B.	TOTAL	HOURS		-				_
Combat		b. 1	mminent Da	anger 62.8		c. Civ	ilian RW			d. Milit	ary RW	2.9	
. Civilian FW	459.5	f. N	lilitary FW 92	256.6		g. His	torical Ho	ours 26.0		h. Tota	Hours		

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IND For use of th	IVIDUAL FL is form, see AF	JGHT RE	CORD AND FLIGH 5-23, and FM 3-04.300;	T CERTIFICA the proponent age	TE-ARN	Y (Cont'd	1)	1. Sheet No.
2. Name					3. Rani			4. Period
	M	P2				DAC		1 Aug 13 - 31 Jul 14
			PAR	RT III. ATP				
1. FAC	2. MTFE		3. Phys Exam	4. Ejection S	eat	5. Alt Cha	mber	6. APART Completed
NA NA		18-50	27 May 14			07 M	lay 13	05 Jun 14
7. Primary Acft C-212		8. RL	314	9. Std Fit Ev			10. Ins	
11. Alternate Acft		12 RL	NA	13. Std Fit E)5 Jun 14		14. Ins	05 Jun 14
		1- 1-		10. 5.0.1.1.2			1-4. 01.	A CYO
15. Additional Acft		16. RL		17. Std Fit E	val		_	
C-12C			NA			02 M	ay 14	
			PART IN	V. REMARKS				
3. ACT-E annual s 4. Aviator complet 5. Aviator complet 6. Aviator complet 7. Aviator has com	ed CASA -10 ed C-12 -10 e	exam 12 l exam 8 Ma eval 5 Jur	May 14. y 14. ı 14.					
Commander's Typed	Name, Rank, E	Branch	Signature Digitally sig	ned using CAC.				Date 05 Aug 14

DA FORM 759

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G1.3.3. DA 7122 CREW MEMBER TRAINING RECORDS



DEPARTMENT OF THE ARMY

HEADQUARTERS, UNITED STATES ARMY SPECIAL OPERATIONS COMMAND 2929 DESERT STORM DRIVE FORT BRAGG, NORTH CAROLINA 28310-9110

AOAO

1 September 2010

MEMORANDUM FOR Commander, United States Army Special Operations Command, Flight Detachment (UFD), Fort Bragg, NC 28310-5000

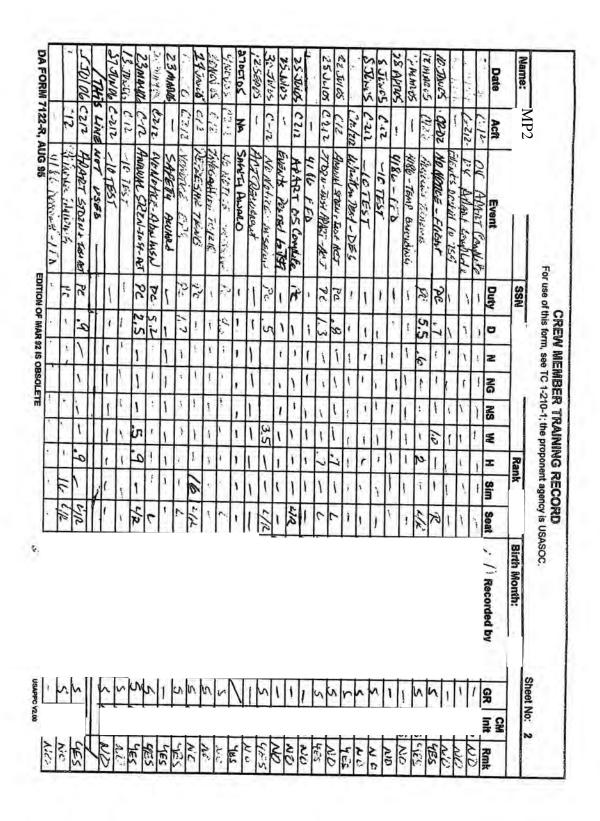
SUBJECT: UFD Waiver From Additional Training Requirements

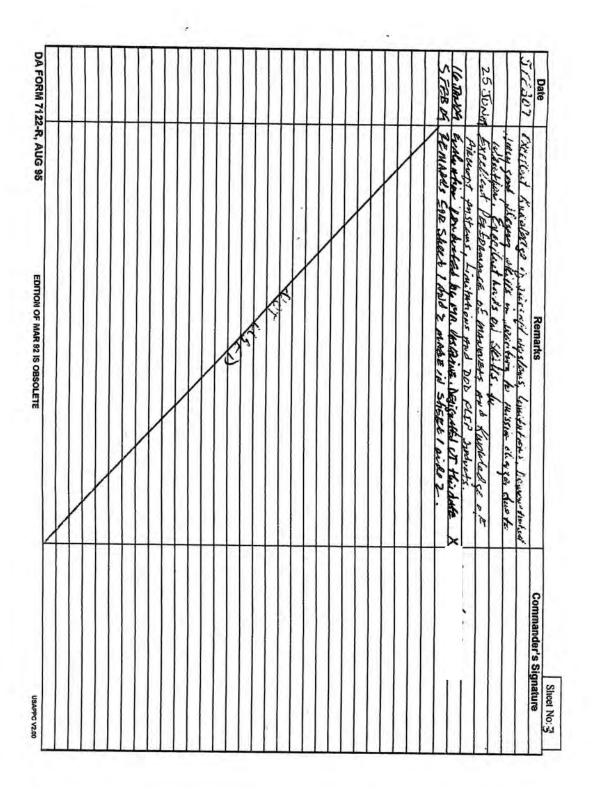
- 1. References:
 - a. AR 95-1, Aviation Flight Regulations, 12 November 2008.
- b. TC 3-04.11 Commander's Aircrew Training Program for Individual, Crew, and Collective Training, 19 November 2009.
- The UFD does not have any Aircraft Survivability/Electronic Warfare (ASE/EW) equipment
 installed on its aircraft; therefore, ASE/EW training IAW AR 95-1, paragraph 4-15a is not
 required in the unit Aircrew Training Program (ATP).
- The UFD is a non-tactical TDA unit with no wartime mission; therefore, Recognition of Combat Vehicle (ROCV) training IAW TC 3-04.11, paragraph 4-76 and Personnel Recovery (PR) training IAW paragraph 4-77 is not required in the unit ATP.
- The UFD has no issued Chemical, Biological, Radiological, and Nuclear (CBRN) equipment; therefore, CBRN training IAW TC 3-04.11, paragraph 4-88 is not required in the unit ATP.
- 5. The above listed additional training requirements are waived IAW AR 95-1. This waiver shall be kept on file with UFD Flight operations. A copy of this waiver shall be placed in each UFD aircrew member's Individual Aircrew Training Folder (IATF) as well as their Individual Flight Record Folder (IFRF) while assigned to this unit ATP.
- Point of contact for this action is CW5

COL, AV Director, Special Operations Aviation

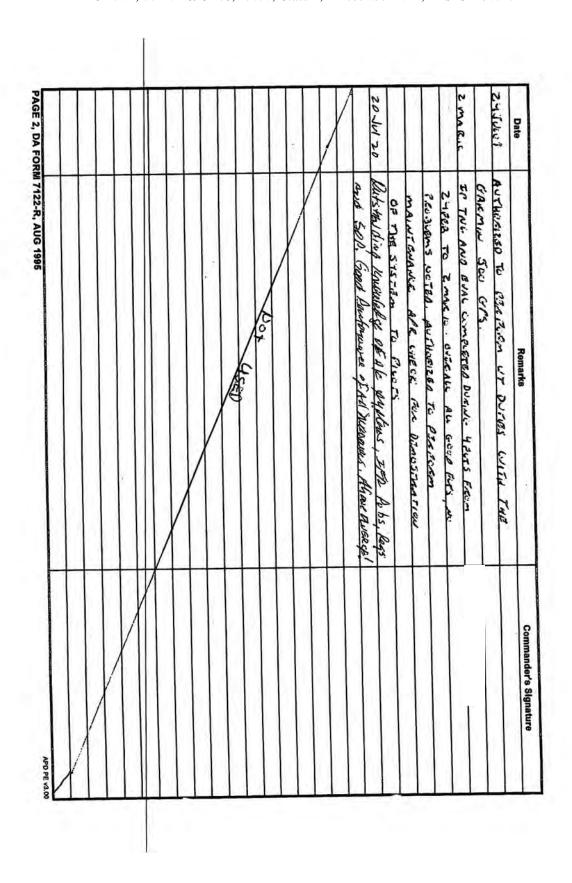
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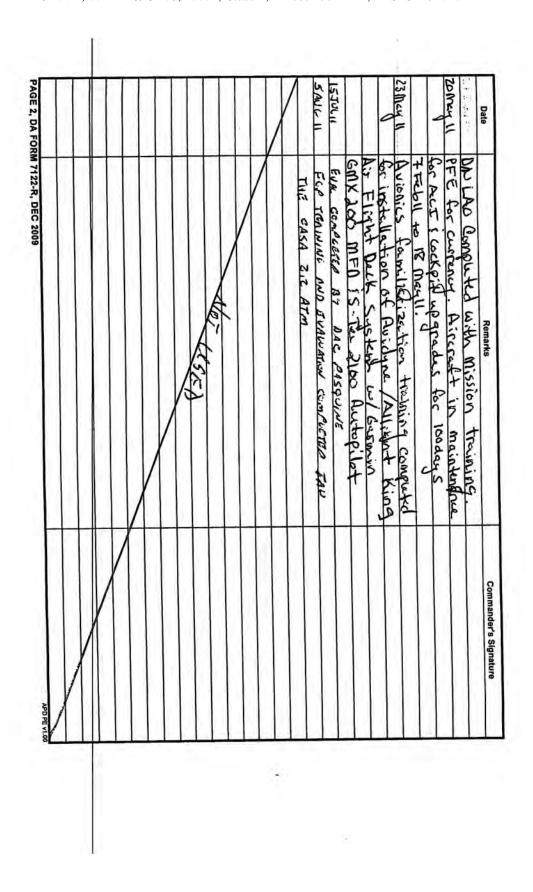




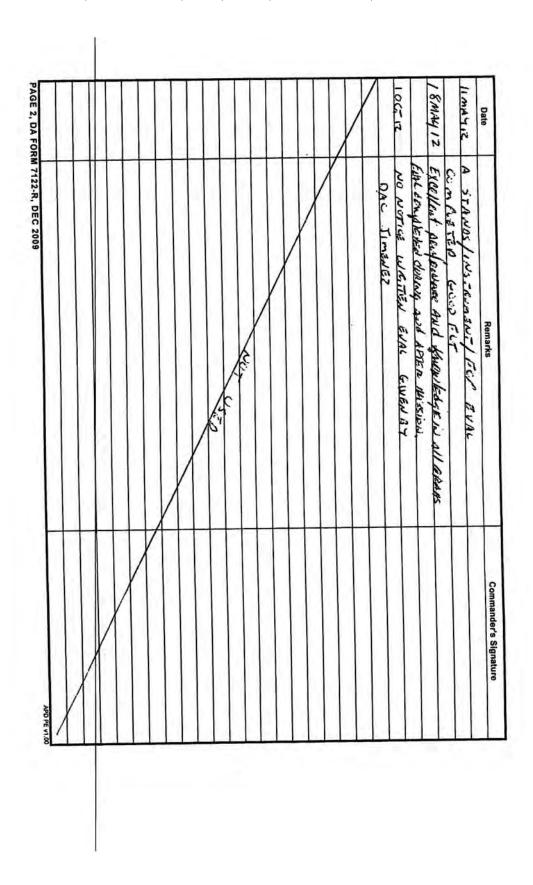
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G1.4. MP3

G1.4.1. INDIVIDUAL DATA SUMMARY

AFR PAGE 1			DAGE 1		
DATE		SIGNATURE	COMPLETE AND ACCURATE.	MY FRF AND IT IS	I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE.
					PROJECTED DUTY LOCATION: PROJ DEPARTURE DATE: PROJ REPORTING DATE: FAC 8 EFFECTIVE DATE: LOCAL USE CODE:
10 MAR 14 30 JUN 15 N	DEPLOYED DATE: REDEPLOYED DATE: SPECIAL CAT ID: RECORDS REVIEW ACC DATE: RECORDS REVIEW DUE DATE: RECORDS REVIEW DUE DATE:	DEPLOYED DATE: REDEPLOYED DATE: SPECIAL CAT ID RECORDS REVIEW RECORDS REVIEW RECORDS REVIEW	27 APR 11 08 AUG 88 04 JUN 09 25 JUN 09 10		DATE OF RANK: DATE OF SEP/OBLIGATION: DATE DEP LAST DUTY STA: DATE ARR THIS STATION: PERSONNEL RECORD STATUS: PROJECTED DAFSC: PROJECTED PAS CODE:
Т — ТМКН	SYSTEM MANAGEMENT	HARM CODE:	011M3B 01 JAN 14 V11LFLMZ N		DUTY AFSC: EFFECTIVE DATE OF DUTY: PAS CODE: SHORT TOUR INDICATOR: DATE RETURN FROM OVERSEAS:
DO APK 15	RESTRICTED AREA BADGE NO: PROFESSIONAL QUAL INDEX (PQI): PROFESSIONAL QUAL INDEX DATE:	RESTRICT PROFESSI PROFESSI DATE ASS	AFRC 09 AUG 14 A 06 NOV 15 A 09 AUG 14 07 JUN 12 30 JUN 17		MBR SVC CAT: LAST PHYS DATE: PHYS CODE: PHYS DUE DATE: PHYS AVAIL CODE: PHYS AVAIL DATE: PHYS AVAIL DATE: PHYSIOLOGICAL TNG DATE: PHYSIOLOGICAL DUE DATE: PHYSIOLOGICAL DUE DATE:
UNIT: 0095ALSSQ	SECURITY CLEARANCE: SECURITY CLEARANCE:	9	PERSONAL DATA DOS	J. J. MAN.	BASE: 440AW (POPE FIELD) DUTY PHONE: OFFICE SYMBOL:
PCN SA036-A70	AS OF 17 DEC 2014	(RY (PA)	INDIVIDUAL DATA SUMMARY (PA) INQUIRY	SSAN.	PREPARED 1/ DEC 2014 14:33

		Your current OFDA is 90 month(s). You need 6 additional month(s) OFDA to meet your 12 Year gate requirement to receive continuous ACIP through 18 years of aviation service and you must maintain a valid flight physical.
		AVIATION POSITION INDICATOR: AVIATION POSITION INDICATOR: EFFECTIVE DATE: EFFECTIVE DATE: OFFICIAL
DATE 97 OCT 08	FORMAL COURSE 09 APR 2009	DATE: 05 DATE: 27 DE DATE: 06
	20	AVIATION SERVICE DATA — 1A AVIATION SERVICE CODE: 1A EFFECTIVE DATE: 25 JUN 09 EFFECTIVE DATE: 1X EFFECTIVE DATE: 27 AUG 08
	OUS MIL RTG DT:	LAST MPO DATE: LAST MPO DATE: LAST MPO REASON: A AD/IAD: PAY STOP DATE: LAST PRODUCTIVE FLIGHT DATE: PREVIOUS PRODUCTIVE FLIGHT DATE: 17 NOV 14
PILOT 22 AUG 08	AERONAUTICAL RATING: EFFECTIVE DATE:	AIRCRAFT OPLOC: CMD OF AIRCRAFT: AFRC ACFT SVC CAT: PRIMARY ACFT: FLT DUTY CERT CODE: CATEGORICAL FLYING WAIVER: TMKH AM AFRC C130H MP B N
UNIT: 0095ALSSQ	GRADE: CPT CMD: AFR WING: 0440ALFWG U	NAME: MP3 BASE: 440AW (POPE FIELD) AIRCRAFT ASSIGNMENT DATA

G1.4.2. INDIVIDUAL FLYING HISTORY REPORT

20 NOV 14	DATE LAST FLOWN 2	7	1	8	15	36	745	TOTAL SORTIES
07 JAN 6	DATE FIRST FLOWN	0	0	0	0	0	66	CMBI SUPPORT SURITES
107.4	NVG TIME	0	0	•	0		114	CUMBAL SURILES
	COMBAT SUP SORTIE	0.0	0.0	0.0	0.0	0.0	0.061	CHO! SUFFUR! LIVE
114	COMBAT SORTIES		0.0	0.0	0.0	0 0	2/0.2	CUMBAL IIME
	TOTAL SORTIES		0.0	0.0	0 0	0.0	107.4	NAG TIME
	COMBAT SUPT TIME		0.0	0 0	0 0	0 0	107 4	NI/C TIME
	COMBAT CLIER TIME		0 0	D (о Э	10 5	57.5	PRIMARY SIM INST
	COMBAT TIME		9	0.0	0.0	0.0	147.1	PRIMARY INST
	CIVILIAN TIME		0.0	0.0	0.0	0.0	303.5	NIGHT
	FOREIGN MIL TIME	12.8	0.0	4.0	0.0	0.0	271.9	OTHER TIME
	OTHER US MIL TIME		0.0	0.0	0.0	0.0	0.0	EVALUATOR TIME
	STUDENT TIME		0.0	0.0	0.0	0.0	0.0	INSTRUCTOR TIME
	TOTAL TIME	1.4	0.0	9.8	22.5	21.0	525.1	SECONDARY I IME
	OTHER TIME	10.3	2.2	9.7	22.5	39.0	768.1	PRIMARY LIME
	EVALUATOR TIME	24.5	2.2	23.5	45.0	60.0	1565.1	TOTAL TIME
	INSTRUCTOR TIME		21 MAY 09	02 DEC 08	03 MAR 09	17 MAY 14	20 NOV 14	DATE LAST FLOWN
	SECONDARY TIME	97 JAN 99	21 MAY 09	21 OCT 08	95 NOV 98	05 NOV 10		2
78	PRIMARY TIME	F	FP	UP				П
ΡI	CREW POSITION	C130E(S)	WC130H(S)	SPC130E(Q)	SMC130E(Q)	SMC130H(Q)	C130H(S)	AIRCRAFT MDS
	CAREER TOTALS							AIRCRAFT TOTALS
60 NNE	1A ASC DATE: 25 JUN 09 0AW (POPE FIELD)	OFDA: 90 ASC: 1A SALSSQ BASE: 440AW	FAC: 1 OFDA: UNIT: 0095ALSSQ	GRADE: CPT API; 1 PRI ACFT: C130H		SSAN: PRI CRW POS: P	OALFW	NAME: MP3 CMD: AFR WING: 0440ALFW
				INQUIRY				
PCN SA036-F40	14	AS 0F 17 DEC 20	(A)	LIING HISIORI REPORT (FA)	I LITING I		CC: +T +TC	-METABLE 1/ DEC 2014 14:33
		1 1	200	ITCTORY DEDORT /	EL VINC L		17.33	DDEDADED 17 DEC 30

AGE 1

PAGE

GRAND TOTAL

1778.2

G1.4.3. INDIVIDUAL FLIGHT DATA REPORT

		,,,											C		>		-
NVG:	CMBT SUPT:	COMBAT:	OTHER:	EVALUATOR:	INSTRUCTOR:	SECONDARY	PRIMARY:	OTAL TIME:	SEQ NO:	CREW POSN:	MDS:		AFSC: 011M3	CREW POSN: MP	VAME: MP3		PREPARED 17 DEC 2014 14:33
107.4	195.0	2/0.2	271.9	0.0	0.0	525.1	768.1	1565.1	01	MP B	C130H			BA			DEC 2014
0.0	0.0	0.0	0.0	0.0	0.0	21.0	39.0	60.0	02	MP B	SMC130H			GE:			14:33
0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	90	FP	WC130H		LST CHMB	LST PHYS			INI
0.0	0.0	0.0	12.8	0.0	0.0	1.4	10.3	24.5	00	UP.	C130E	(PAR	CHMB: 07 JUN 12	: 09 AUG	RANK:		INDIVIDUAL FIIGHT DATA
0.0	0.0	0.0	0.0	0.0	0.0	22.5	22.5	45.0	00	UP	SMC130E	(PART-1)	12	14	CPT		FI TGHT D
0.0	0.0	0.0	4.0	0.0	0.0	9.8	9.7	23.5	90	UP	SPC130E			API: 1	SSAN:		
107.4	195.0	270.2	284.7	0.0	0.0	526.5	780.6	1591.8		TOTAL	ACFT			FAC:	PRI	21 21 250 5014	AS DE 17 DEC 2014
														ASC: 1A		I Cit DAODO-1 00	DCN SAGRESS

PAGE 1

CREW POSN: MP DAFSC: 011M3B TOTAL FLYING GRAND TOTAL: 17 DEG 0.0 0.0 27 NOV	911W 0TAL 17 17 27	POSN: MP B AGE: 011M3B FLYING TIME: 1591.8 TOTAL: 1778.2 AIRCRAFT TYPE REQUEST: ALL 17 DEC 16 DEC 15 DEC 0.0 0.0 0.0 07 DEC 06 DEC 05 DEC	16 TY	PE RE	1591.8 1778.2 10EST: A 0.0 05 DEC	91.8 78.2 T: ALI DEC 0.0	LST LST LST	LST CHMB:	: 09 : 07 TOTA MDS 1	PARIM DEC	14 12 12 1MARY, ARY/II 12 12	NSTRU 0.0	API: MAJCOM: TRUCTOR JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ JCTOR TJ	API: 1 AJCOM: AFR WUCTOR TIME: TOR TIME: AIRCRAFT MDS 11 DEC 10 0.0 01 DEC 30	FR MDS	PK OF RE	FAC: 1 85 78 QUEST: 09	1 / 851,8 780.6 9 DEC 0.0	e C.	1A 1A 1A 1A 1A 1A 1A 1A 1A 1A 1A 1A 1A 1
TAL FL	ŽΫ́	ie II	Ü		159 177	8.2			MDS	PRIMA	(MAR)	VINST NSTRI	RUCT	TIME TO			78	51.8 30.6		
	AIR	CRAFT	TY.	R	DUEST	: ALI				(PART	-2		AIR	CRAFT	MDS	REQU	EST:	C130	I	
-		DEC 0.0		DEC 0.0	15	DEC 0.0		DEC 0.0	13	DEC 0.0	=	DEC 0.0	Н	DEC 0.0	16		09	DEC 0.0	0	
		DEC		DEC 0.0		DEC		DEC	03	DEC	0	DEC	01	DEC	36		29			
N		0.0						0.0				0.0				0.0			28	
		0.0 0.0	26	0.0V	25	NOV 0.0	24	0.0 0.0	23		22		21		20		19		18	8 NOV 8 0.0
		9. 0	26	0.0 0.0		NOV 0.0	24 AL F	25 NOV 24 NOV 0.0 9.0 DAYS TOTAL FLYING				0.0V	21 DAY	21 NOV 20 0.0 DAYS FLOWN: 1	26 WN:	0.5	1 19		H 2	8 8 9 0 0 0
Δ.	17	0.0 NOV 0.0	16 26	. 5		NOV 0.0 'S TOT NOV 2.5	24 AL FI	NOV 9.0		NOV 0.0 E; 0.			21 DAY:	NOV 0.0 S FLC S FLC	20 WN: 1	NOV 9.5	99 19		18 08	
17	7 7	0.0 0.0 0.0 0.0 0.0	16 · 26	. 5 . 5		NOV 9.0 9.0 1.4	24 AL F 14	NOV 0.0		NOV 9.0			21 DAY 11	NOV 0.0	20 10 31	NOV 9.5 NOV 9.6 9.6	30 99 19		18 18 08	
17 97 28	8 7 7	0.0 0.0 0.0 0.0 0.0 0.0 0.0		. 0 . 0 . 6		NOV 9.0 NOV 2.5 NOV 1.4	24 AL F 14	NOV 9.0 LYING LYING NOV 9.0 0.0		NOV 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			21 DAY 11	NOV 0.0 NOV 0.	20 10 31	NOV 0.5 0.5 0.0 0.0	20 09 19		18 18 29 29 19 19 19 19 19 19 19 19 19 19 19 19 19	
2 0 1	8 7 7	0.0 0.0 0.0 0.0 0.0 0.0		. 7 . 5 . 5	25 DAYS	NOV 9.0 10T 2.5 11.4 11.4	24 AL F 04 25	25 NOV 24 NOV 23 NOV 8.9 9.9 9.9 9.9 9.0 9.0 9.0 9.0 9.0 9.0 9	23 TIM 13	NOV 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			21 DAY 11 01 DAY	21 NOV 20 0.0 20 0.0 10 11 NOV 10 0.0 10 0.0 31 0.0 31 22 OCT 21 2.8 2 DAYS FLOWN: 14	26 WN: 10 21	NOV 9.5	30 99		11 20 08 22 25 25 25 25 25 25 25 25 25 25 25 25	
17 97 28		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			25 DAYS 05 J 26 Q DAYS	% TOT 9.0 9.0 9.0 75 TOT 2.5 1.4 1.4 9.0 1.4 1.4 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0	24 AL F 14 04 25	NOV 9.0 9.0 NOV 9.0 0.0 0.0 1.YING	23 TIM 13 03 24	1 NOV 9.0 O.0 O.0 O.0 O.0 O.0 O.0 O.0 O.0 O.0 O			21 DAY 11 11 01 01 22 22	S FLC 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	26 WN: 10 31 WN: 7	NOV 9.5 NOV 9.00 NOV 9.00 NOV 9.00 NOV 9.00 NOV 9.00 NOV 9.00 NOV 9.00 NOV NOV NOV NOV NOV NOV NOV NOV NOV NOV			28 18 18 29 19 09	
11 07 18 28		0.0 NOV 0.0 0.0 0.0 0.0 0.0 0.0			25 DAYS DAYS DAYS 05 I	45 TOT. 1.4 1.7 1.4 1.7 1.7 1.7 1.7 1.	24 AL F 04 25 25 15	NOV 9.0 NOV 9.0 NOV 9.0 NOV 9.0 NOV 2.3 OCT 9.0 OCT	73 13 13 24 14	1 NOV 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0			21 DAY 11 01 01 22 22 12	1 NOV 0.00 S FLC 0.00 NOV 0.00 PLC 2.88 S FLO 0CT 0.00 0.00 0.00 0.00 0.00 0.00 0.00	26 WN: 10 WN: 21	NOV 9.59 OCT 9.60 OCT 9.60 OCT			26 08 11 29 09	

G1.4.4. INDIVIDUAL FLIGHT RECORD REPORT

NAME: MP3 WING: 0440ALFWG WING: 0440ALFWG WING: 0440ALFWG WINT: 0095ALSSQ ACFT OPLOC: TMKH CMB: AFR WING: 0440ALFWG WINT: 0095ALSSQ ACFT OPLOC: TMKH CMB: CPT P CMB CL30H 10 DEC 13 88-4405 MP 11 DEC 13 88-4405 MP 11 DEC 13 88-4405 MP 12 DEC 13 88-4405 MP 13 DEC 13 88-4405 MP 14 DEC 13 88-4405 MP 15 DEC 13 88-4405 MP 16 DEC 13 88-4405 MP 17 AN 14 88-4401 MP 18 DEC 13 MB-0411 MP 18 DEC 13 MB-0411 MP 19 JAN 14 RB-0410 CL30H 10 JAN 14 RB-4402 MP 11 JAN 14 RB-4402 MP 11 DEC 13 MB-4405 MP 11 DEC 13 MB-4405 MP 11 DEC 13 MB-0411 MP 12 DEC 13 MB-0411 MP 13 DEC 13 MB-0411 MP 14 DEC 13 MB-0411 MP 15 DEC 13 MB-0411 MP 16 DEC 13 MB-0411 MP 17 JAN 14 MB-4402 MP 18 DEC 13 MB-0411 M					ñ	SIGNATURE		COMPLETE AND ACCURATE.	ETE AN		SI LI	RR AND	MY IF	CERTIFY THAT I HAVE REVIEWED MY IFRR AND	I HAVE	THAT	I CERTIFY
MP3 WING: 0440ALFWG UNIT: 00095ALSSQ SSAN: SSAN: CMB DATE DUTY 10 DEC 13 88-4405 MP 11 DEC 13 88-4405 MP 12 DEC 13 88-4405 MP 13 DEC 13 88-4405 MP 14 DEC 13 88-4405 MP 15 DEC 13 88-4405 MP 16 DEC 13 88-4405 MP 17 JAN 14 88-4401 MP 18 DEC 13 88-4401 MP 19 JAN 14 88-4402 MP 10 JAN 14 88-4402 MP 10 FEB 14 88-4405 MP 11 DEC 13 88-4405 MP 12 DEC 13 88-4405 MP 13 JAN 14 88-4402 MP 14 BB-4402 MP 15 DEC 13 BB-4405 MP 16 DEC 13 BB-4405 MP 17 JAN 14 BB-4402 MP 18 B-4402 MP 19 JAN 14 BB-4402 MP 10 FEB 14 BB-4405 MP 11 DEE 14 BB-4405 MP 11 DEE 14 BB-4405 MP 11 DEE 14 BB-4405 MP 12 DEC 15 BB-4405 MP 13 JAN 14 BB-4405 MP 14 BB-4406 MP 15 DEC 15 BB-4406 MP 16 DEC 15 BB-4406 MP 17 DAN 16 BB-4406 MP 18 DEC 15 BB-4406 MP 18 DEC 15 BB-4406 MP 19 DEC 15 BB-4406 MP 10 DEC 15 BB-4406 MP 10 DEC 15 BB-4406 MP 10 DEC 15 BB-4406 MP 10 DEC 15 BB-4406 MP 10 DEC 15 BB-4406 MP 10 DEC 15 BB-4406 MP 10 DEC 15 BB-4406 MP 10 DEC 16 BB-4406 MP 10 DEC 17 DEC 18 BB-4406 MP 10 DEC 18 BB-4406 MP 10 DEC 18 BB-4406 MP 10 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 18 BB-4406 MP 10 DEC 19 DEC 19 DEC 18																	
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MP3 WING: 0440ALFWG UNIT: 00095ALSSQ SSAN: SSAN: SSAN: TAIL DUTY DATE NUMB DOSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT CMB SRT CMB SRT CMB CMB DATE NUMB DOSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT CMB SRT CMB SRT CMB SRT CMB CMB CMB DATE NUMB DOSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT CMB SRT CMB SRT CMB SRT CMB CMB CMB CMB CMB CMB CMB CM	0 2.2 0.3	0 2.2		0.0		0.0	2.8 1			0.0	1.4	1.4	MP	88-4402	14		C130H
TAIL DUTY DATE NUMB DATE N	0 0 0 0 7	0 0 0		0 .0		0.0	2.1 1			0.0	1.1	1.0	MP	88-4401	14		C130H
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MP3 **TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT **DEC 13 88-4405 MP 0.5 5.2 0.0 0.0 0.0 10.2 2 0.0 0.0 12 DEC 13 88-4405 MP 5.0 5.2 0.0 0.0 0.0 0.0 0.0 1.1 1 0.0 0.0 10 DEC 13 88-4405 MP 5.0 5.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	ο ο	D		27.2						9 0	0.7	0 0	N =	88-4403	14		C130H
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MP3 TAIL OF DEC 13 88-4405 INQUIRY TAIL OF DEC 13 88-4405 ID DEC 13 88-4405 ID DEC 13 88-4405 ID DEC 13 88-4405 MP OF DEC 13 88-4405 MP OF DEC 13 88-4405 MP OF DEC 13 88-4405 MP OF DEC 13 88-4405 MP OF DEC 14 ROBE ID DEC 15 88-4405 ID DEC 16 ROBE ID DEC 17 ROBE ID DEC 17 ROBE ID DEC 18 ROBE ID DEC 19 ROBE ID	2.4 0.0	0			0					0.0	1.2	1.2	MP	86-0411	13		C130H
MP3 **TAIL DUTY OF THE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT **O6 DEC 13 86-0418 MP 0.9 0.8 0.0 0.0 0.0 10.2 2 0.0 0 12 DEC 13 88-4405 MP 0.4 0.5 0.6 0.0 0.0 0.0 0.9 1 0.0 0 12 DEC 13 88-4405 MP 0.4 0.5 0.6 0.0 0.0 0.0 0.9 1 0.0 0	0 0.0 0.0	0		5	0	0				0.0	2.1	2.1	MP	1555	13		C130H
MP3 SSAN: GRADE: CPT FR WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT 06 DEC 13 86-0418 MP 0.9 0.8 0.0 0.0 0.0 1.1 1 0.0 0 11 DEC 13 88-4405 MP 0.5 5.2 0.0 0.0 0.0 10.2 2 0.0 0	0 0.0 0.0	0		_	0					0.0	0.5	0.4	MP	88-4405			C130H
INQUIRY MP3 SSAN: GRADE: CPT FR WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT 06 DEC 13 86-0418 MP 0.9 0.8 0.0 0.0 0.5 2.2 1 0.0 0 10 DEC 13 88-4405 MP 0.5 0.6 0.0 0.0 0.0 1.1 1 0.0 0	0 0 4.0 5.0	0		0	0					0.0	5.2	5.0	MP	88-4405			C130H
INQUIRY MP3 SSAN: GRADE: CPT ACFT OPLOC: TMKH CMB DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT 06 DEC 13 86-0418 MP 0.9 0.8 0.0 0.0 0.5 2.2 1 0.0 0	0 0 0 0 5	9	0	2	0	0.0	1.1		0.0	0.0	0.6	0.5	MP	88-4405			C130H
MP3 FR WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT	0.0	0		•	0		2.2		0.0	0.0	0.8	0.9	MP	86-0418			C130H
INQUIRY MP3 SSAN: GRADE: FR WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY	C/S SRT NITE INS INS	SRT			SRT				EVAL	TSNI	SEC	PRI	POSN	NUMB		DATE	MDS
INQUIRY MP3 SSAN: GRADE: GRADE: GRADE:					CMB								YTUG	TAIL			
	T PRI CREW POS: P PRI AIRCRAFT: C130H			-		GRADE:	TMKH	OPLOC: 1	SSAN:	98	95ALS	IIT: 06		0440ALFW	WING:	P3	ME: M D: AFR
TNOHTRY							-										
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- CTC - CTC	AS OF 17 DEC 2014	200			(PA)	REPORT	FCORD	H IGHT I	/TDUAL	INDIV				14:34	C 2014	17 DE	PREPARED

								INC	INQUIRY											
NAME: MP3 CMD: AFR		WING: 0440ALFWG	UNIT:	T: 009	0095ALSSQ		SSAN:	SSAN: ACFT OPLOC: TMKH	TMKH	GF.	GRADE:	CPT	PRI	CREW POS:	POS:	סר	PRI	AIRCR	PRI AIRCRAFT: C130H	С130Н
MDS	DATE	TAIL	DUTY	PRI	SEC	TSNI	EVAL	НТО	TOTAL	SRT	CMB	CMB SRT	c/s s/o	C/S SRT NI	NITE I	INS I	N SNI WIS	NVG RES	S/N S	DATE
C130H	21 MAR 14	88-4401	MP	1.8	1.8	0.0	0.0	0.0	3. 6	1	0.0	0	0		9	מ	9	Đ	0	2014022
C130H	21 MAR 14	88-4401	MP	0.4	0.4	0.0		0.0	0.8	н.	0				9 (o :		0 0	J 0	20140324
C130H	28 MAR 14	86-0418	MP	1.7	1.8	0.0	0.0	0.0	ω	ı.			0.0	9 9	0.0		9 0	0.0	0 0	20140324
	28 MAR 14	86-0418	MP	0.5				0.0		0	0.0					л с		D .	υ n n t	20140331
	MAR	86-0411		0.8				0.0	1.0							G (0.0	n (20140402
	APR	86-0411		5.2				0.0	5.4				0.0			0		0.0	s c	20140404
	APR	86-0411		1.0				0.0	4.1							0		0.0	1 5	20140404
C130H	03 APR 14	86-0411	M F	2.0	2			0 0	4 . 0	ли			0.0			0			S	20140404
	APR 14	86-0411		1.5				0.0	3.0) C			, 0	20140404
	APR 14	86-0411		4.7				0.0	4.9				0 0			O		0 0	000	7140417
	APR 14	86-0418						0.0	3.2							0			ر د	20140414
	APR 14	88-4401						0.0	3.5				0			G			s o	20140422
	APR 14							0.0	0.5							0	0.0		S	20140423
C130H	APR 14	86-0411	S = 0					00	2.2				0.0	0 1		0			S	20140423
	MAY 14							4	5.							л Œ	0.0		S	20140428
	14			0.4	0.3		0.0	0.0	0.7	<u>-</u> г	0.0	0	0.0	0.0	0 0	0 (0 33	ח ני	20140505
	MAY 14	-4403						0.0	1.4											20140507
	MAY 14							0.0	3.8							0		ω	S	20140512
	MAY 14							0 0	. u								5		0	20140520
CHICELOUI I	17 MAY 14	00-0001	3 3					0 0									5 0.0	0		20140520
	MAY 14		MD	2 .				0 0	0 0				0		17	0		0		20140520
	14	87-0281	S =					0 0				0	.0		9 0.	0		6		20140521
	MAY 14	0204	3 3	7.1				0.0	1.2				.0			0 0.0	0 0.0	0		20140528
13011 2	MAT 14	87-9284	Ť	0.0				9.0					.0			w		0	L S 2	20140528
																	AFR		PAGE	2
CERTIEY THAT I HAVE REVIEWED MY																				

ω	PAGE	P/	AFR																				
20140921	5 2	4	0.0	0.0	0.0	0.0	0	0.0	0	0.0	2	1.0	0.0	0.0	.0	0.5	0.5		-4401	4 88	AUG 1	91	CI30H
20140921			0.0	0.0	0.0	0.0	0	0.0	0	0.0	2	1.4	0.0	0.0		0.7			-440T	4 88		01	CISON
20140809	2	<u>د</u>	0.0	0.0	0.6	0.0	0	0.0	0	0.0	Н	1.2	0.0	0.0			. 6	0	-4401	4 88		2 4	CTSOH
20140809	2	4	0.0	0.ω	1.0	0.0	0	0.0	0	0.0	_	4.0	0.0	0.0	0.0		0		-440I	14 88	JUL	1 4	CISON
20140809	2	2	0.0	0.0	1.8	0.0	0	0.0	0	0.0	Н	w.5	0.0	0.0			ò	α	-4401		JUL	. u	CTSOH
20140729	S	4	0.0	0.3	1.2	0.0	0	0.0	0	0.0	ш	5.0	0.0	0.0							JUL	22	CISON
20140723	2	4	0.0	0.0	2.0	0.0	0	0.0	0	0.0	2	3.0	0.0	0.0				30			JUL	77	CISON
20140717	S	33	0.0	0.0	0.0	0.0	0	0.0	0	0.0	щ		1.0	0.0		0.0		3 = 2			101	20	CISON
20140716		4 1	0.0	0.0	0.0	0.0	0	0.0	0	0.0	2	1.9	0.0	0.0	0.0		1 1				100	15	CT30H
20140716		<u>.</u>	0.0	0.0	0.0	0.0	0	0.0	0	0.0	ب	0.4	0.0	0.0					Ĭ		JUL	15	C130H
20140714		4	0.0	ο.	0.5	0.0	0	0.0	0	0.0	Д	2.2	0.0	0.0				MP		14 8	JUL	11	C130H
20140710		u (10	0	0.0	1.5	0	0.0	0	0.0	P	1.5	0.0	0.0					200		JUL	10	C130H
20140700		י נג	0.0	0.0	0.0	0.0	0	0.0	0	0.0	Н	2.0	2.0	0.0		0.0		MP	3.5		JUL	03	C130H
20140709	n .	٠,	0	0.0	0.0	0.0	0	0.0	0	0.0	<u></u>	0.5	0.0	0.0					,,,		JUL	01	C130H
20140030	n L	4	9 0	0.5	0.0	0.0	0	0.0	0	0.0		2.4	0.0	0.0							JUL	01	C130H
70/04102	n L	D (9 C	0.0	0	0.0	0	0.0	0	0.0		3.6	0.0	0.0		1.8	1.8			-	NOC	27	C130H
201/0701	n L	۽ ب	0 0	0.0	0.0	0.0	0	0.0	0	0.0	0	0.4	0.0	0.0		2	0.2		86-0410	14 8	NUC	27	C130H
20140625	n L	٠,	D (0	Э	0	0	0.0	0		_	2.1	0.0	0.0	0.0	'n	1.0	MP	87-9284		NUC	24	C130H
20140625	n (٠,	D (9	2.5	0.0	0	0.0		0.0	2	6.1	0.0	0.0	0.0	.0	3.1	MP	87-9284		NUC	23	C130H
20140625	0	٠,	o 0	9 (2.0	0	0	0.0		0.0	2	6.6	0.0	0.0	0.0		3.3	MP	87-9284	14 8	NUC	22	C130H
20140625	0	٠,	0 0	0	0.5	0.0	0	0.0	0	0.0	N	4.8		0.0	0.0	4	2.4	MP	87-9284		NOC	2	C130H
2011062	0	٠,	0.0	0	0.5	0.0	0		0	0.0	ш	4.7	0.0	0.0	0.0	2.4	2.3	MP	87-9284		JUN	20	C130H
20140675	חנ	۷.	0 0	0 .	0.5	0.0	0			0.0	Ц	4.0	0.0	0.0	0.0	2,0	2.0	MP	87-9284	14 8	NUC	19	C130H
20140004		A +	0 0	0.0	0.0	0.0	0	0.0	0	0.0	ш	2.7	0.0	0.0	0.0	1.4	1.3	MP	87-9284		NUC		C130H
2014060	0	_ (9 (0	0.0	0.0	0		0	0.0	0	1.0	0.2	0.0	0.0	0.3	0.5	MP	87-9284	14 8	100		C130H
20140602	n	ມ	0.0	0.0	0.3	0.0	0	0.0	0	0.0	н	4.0	0.0	0.0	0.0	2.0	2.0	MP	88-4404	-	MAY	30	C130H
	S/N	RES	NVG	INS	SNI	NITE	SRT	c/s	SRT	CMB	SRT	TOTAL	HTO	EVAL	ISNT	SEC	PRI	POSN	CIVIB	2	DATE	9	COM
DATE				MIS			C/S		CMB								1	DUTY	TAIL	-	1	2	5
C130H	7	CRAF	PRI AIRCRAFT: C130H	2	70	PRI CREW POS	E CR		: CPT	GRADE:		TMKH	SSAN: ACFT OPLOC: TMKH	SSAN:	90	5ALSS	UNIT: 0095ALSSQ	INI	WING: 0440ALFWG	NG: (WI	NAME: MP3 CMD: AFR	NAME: M
												TNOUTRY	TNC										
												The state of the s											
PUN SAUSE-F/0	VA	2	4	TO 701	1/ /1				1000		1	1											
מבין מכים	0	000	2	DEC 2014	17 DF	AS OF			(PA)	EPORT	RO R	RECO	INDIVIDUAL FLIGHT RECORD REPORT (PA)	/IDUAL	INDIV				14:34	2014	DEC :	PREPARED 17 DEC 2014 14:34	PREPA

	CTOOL TO			CT30H 02			C130H 26	C130H 25	C130H 20			C130H 10			C130H 02						C130H 14	C130H 13	C130H 08		C130H 07		MDS DATE		NAME:MP3	
	001 14							SEP 1					SEP	SEP	SEP	SEP	AUG	AUG	AUG	AUG	AUG	AUG	AUG		AUG	AUG	TE		WI	
	4 00					14 87		14 00				12.		14 88		14 88			14 8		14 8	14 8	14 8	14 8	14 88	14 8	z	_	WING: 6	
	-4403	4076-10	0204	87-0284	87-0284	87-9284	88-4404	88-4404	2044-02	86-0411	88-4401	88-4401	88-4405	88-4405	88-4405	8-4405	86-0418	86-0414	86-0414	86-0411	86-0414	86-0414	88-4405	88-4401	8-4401	88-4401	NUMB	AIL	0440ALFWG	
	=	=	5 =	M =	5	M =	S =	S =	3 3	3 3	P	MP	MP	MP	MP	MP	¥	MP	MP	MP	MP P	MP	MP	MP C	MP C	MP	POSN	DUTY		
	1.	1.0	10.) i		7	D Н	 	. u	2.4	1.7	0.1	1.0	0.0	0.5	1.4	2.0	0.4	0.9	1.8	0.6	1.1	0.6	1.0	1,1	2.0	PRI		UNIT: 06	
	7.7	0	0 0	0 0	0 0	o 0		0 0	. L	0.1	1.6	0.0	0.9	0.0	0.0	0.2	1.0	0.4	0.8	1.0	0.5	0.0	0.6	1.0	1.1	2.0	SEC		0095ALSSQ	
	9.0	0.0	-	0 0		0 0		0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	TRNT		OSO	
	0.0	0.0	0 0	0 0	0 0	0 0	0 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0.0	0.0	EVAL		SSAN	
	0.0	0.0	0 0	0 0	0 0	0 0	0 -	0.0	0.0	0.0	0.0	0.0	1.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	НТО		SSAN: ACFT OPLOC: TMKH	I
	2.5	2.2	0 0	0 0) ·	1 0.0	0.1	0.0	6.1	2.5	3.3	0.1	3.1	1.0	0.5	1.6	3.0	0.8		2.8	1.1	2.2		2.0	2.2	4.0	TOTAL		TMKH	INQUIRY
	-	4	٠ +		١,	ب د	- N) <u> </u>	-	بر ،	ω	0	ш	ш	ш	2	ш,	ш)	w	ш.	_	2	_	0	_	į.	SRT			
		0.0	0.0	0 0	0 0	0 0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	CMB		GRADE:	
	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	SRT	CMB	CPT	
		0.0	0.0	0.0	0.0	0 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0	0	0.0	0.0	0.0	0.0	0.0	5/2		2	
	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	9	0	O	9 (9	0	0	0	0	0	0	SRT	2/2	R CR	
	1.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	9 0	9 6	0	_	1.1	0.0	0.0	0.0	0.0	NITE		PRI CREW POS	
	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0	9 6	0.0	0 0	0.0	0	0.0	0.0	0	1.0	1.5	SNI		S:	
	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9 .	100	o 0	9 :	100	0 1	0	0.0	0.0	0 1	0.0	INS	MIS	70	
AFR	1.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9 0	0.0	D .	0.0	0 0	0 0	D :	1 1		9 0	0.0	0 0	9	NVG		PRI AIRCRAFT: C130H	
P/	1	4						ш							t			- 4	× 1	٠,	4 ب	٠.			4		RES		RCRAF	
PAGE 4	5		S				S			S								n u			n c		0 0	n (0	n	S/N			
4	20141017	20141003	20141003	20141001	20141001	20140926	20140926	20140922	20140922	20140918	20140911	20140912	20140905	20140905	20140903	20140020	20140022	20140022	20140021	20140014	20140014	2014001	20140009	20140800	2014000	201/0800	UPDATED	1	C130H	

CERTIEY THAT I HAVE REVIEWED MY TERR AND IT	MDS SUMMARY AIRCRAFT: SIMULATOR: RPA:			29 04 06	C130H 22 C130H 24 C130H 26 C130H 27 C130H 27 C130H 28 C130H 29	MDS DATE	NAME:MP3	י ייירי איירי
T T HAVE	PRI 155.3 4.5 0.0	NOV 14 NOV 14 NOV 14	F 20 2 2 4 4 4			E OCT 14	WING:	
DECTER	SEC 106.5 4.5 0.0	88-4402 88-4403 88-4402	86-0411 88-4403 88-4402	88-4403 88-4403 88-4403	86-0410 88-4404 88-4404 87-9284 87-9284 88-4405	TAIL NUMB 86-0410	WING: 0440ALFWG	10.01
	INST 0.0 0.0	M M M	중 중 중	₹ ₹ ₹	중 중 중 중 중 중 중	DUTY POSN		
	EVAL 0.0 0.0				0.50		UNIT: 0095ALSSQ	
1		0.8	1.3	0000	1.0	SEC	SALS	
	0TH 19.8 0.0	00.0	0.00	0000	000000	INST	98	TOOLY
	T(28	0.0	0.00	0000	000000	EVAL	SSAN	TOON
	TOTAL 281.6 9.0 0.0	0.0	0000	1200			OPLO:	בומבייים הבנסות הברסתם הבדסתו
	SRT 164 6	2.7 1.5 0.5	2.54	21.21. 22.30	1.8 2.8 1.9 1.9	TOTAL	INQUIRY C: TMKH	NECO
	CMB 0.0 N/A	יועע		0000	2113231	SRT	-5	5
		0.0	0000	0000	000000	CMB	GRADE:	1001
	CMB SRT 0 N/A	000	0000	0000	000000	CMB SRT	СРТ	(FA)
	C/S 0.0 N/A 0.0		0000			o Vs	PRI	
	C/S SRT 0 N/A				000000	- S	PRI CREW POS	AS
	0 2 0 4 0	1.5 0.0			01.000.5			9
	NITE 48.1 0.0	0.00	1000	0000	000000	INS	 Р	1/ 0
	⊙⊙⊢mi	0.00	9000 9000	0000	000000	SNI	_	DEC 2014
AFR	INS 39.8 0.0	0.0					RI AI	14
70		33 2 2	33 1		ω ω		RCRA	PC
PAGE 5	SIM INS 8.3 4.5	SSS	n w w w		, , , , , , , ,	-	7	N S
G	NVG 25.3 0.0	20141118 20141118 20141118 201411121	20141107 20141113 20141117 20141117	20141030 20141030 20141106 20141106	20141023 20141027 20141027 20141027 20141027 20141028 20141028	DATE UPDATED	PRI AIRCRAFT: C130H	PCN SA036-F70

G1.4.5. INDIVIDUAL TRAINING SUMMARY

		AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	A	AA	AA	AA	AA	AA	AA	A	AA	AA	AA	PGM CD	NAME		PREP
		MP BASIC FTL B	MP BASIC FTL B	MP BASIC FTL B	BASIC FTL	MP BASIC FTL B	MP BASIC FTL B	MP BASIC FTL B	MP BASIC FTL B	MP BASIC FTL B	MP BASIC FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	MP AIRLAND FTL B	AWADS FTL B	QUALIFICATION PROFILE	NAME: MP3 PHYSICAL DUE DATE: 06 NOV 15		PREPARED 17 DEC 2014 14:34
		CIRCLING	NDB/VOR	NON-PRECISION	PRECISION	INST APPROACHES	TAKE-OFF	NVG INSTR APP	NVG LANDING	NVG TAKEOFF	PROF SORTIE	PEN/ RAPID DESC	LOW ATL TAC DEP	HI ALT TAC DEP	LOW/ALT TAC ARR	HI/ALT TAC ARR	NVG ASLT T/O	NVG ASLT LNDNG	RADAR THREAT	IR THREAT EVENT	OPTICAL THREAT	HVY WT ASLT LND	ASSAULT LANDING	ASSAULT TAKE-OFF	AWADS AIRDROP	TASK NAME	15		4
																											GRADE: CPT SSAN: PHYSIOLOGICAL DUE DATE: 30 JUN 17		Н
		P130	P116	P110	P100	P070	P020	NV80	NV48	NV47	MOIDA	RS46	RS36	RS26	RS16	RS06	NV50	NV49	FE29	FE19	FE09	AS21	ASII	AS09	AD08	TASK	SS. AL DUE	CURRE	NDIVID
2		2	P	4	4	89	10	ш	4	4	1	1	ω	1	w	-	2	2	2	2	2	2	10	œ	2	VOL/DUR REQ	SSAN: UE DATE: 30	CURRENT TRAINING PERIOD	INDIVIDUAL TRAINING SUMMARY
		4	2	6	18	21	69	4	80	7	2	7	41	11	44	œ	ω	2	H	H	H	w	16	15	12	VOL/DUR ACCOMP	JUN 17	NG PERIC	ING SUM
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	REM «		D	MARY
		29 OCT 14	29 OCT 14	29 OCT 14	20 NOV 14	20 NOV 14	20 NOV 14	17 NOV 14	17 NOV 14	12 NOV 14	29 OCT 14	29 OCT 14	20 NOV 14	12 NOV 14	15 NOV 14	15 NOV 14	27 OCT 14	27 OCT 14	17 NOV 14	17 NOV 14	17 NOV 14	02 OCT 14	15 NOV 14	29 OCT 14	15 NOV 14	DATE LAST ACCOMP	CREW POSITION: MP B RECORDS REVIEW DUE		
																										DATE IN PHASE	CREW POSITION: MP B RECORDS REVIEW DUE DATE:		AS OF 17 DEC 2014
						31 DEC 14	31 DEC 14		31 MAR 15									31 MAR 15					31 MAR 15			DATE DUE			EC 2014
	AFR P/																									OVR P	UNIT: 0095ALSSQ 30 JUN 15		PCN :
	PAGE 1	z	z	н	н	н	H	z	н	z	н	z	2	z :	z	z	2	н :	2 :	2 :	z	z	н :	z	z	ACC IN REST PHS CODE	95ALS		PCN SA036-T10
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AL AD03 2 6 0 AD04 2 8 0 AD04 2 8 0 AD05 2 77 0 AD05 2 78 0 AD05 2 78 0 AD05 2 17 0 AD09 1 9 0 BEC FR16 2 17 0 REC FR16 2 11 0 FR36 2 8 0 FR36 2 11 0 FR36 2 7 0 NV08 1 5 0 IT NV08 2 14 0 NV18 2 14 0 NV18 2 0 FR56 2 2 14 0 NV18 2 14 0 NV18 2 14 0 OTHER SK00 4 14 0 NV18 5K07 2 14 0 OTHER SK00 4 0 0	IAL AD03 2 6 AD04 2 8 AD04 2 8 AD05 2 77 RROP AD06 2 78 PAD5 AD09 1 9 L PR06 2 15 15 RE FR16 2 11 RE FR36 2 8 NV08 1 5 NV18 2 14 P250 2 2 E P270 2 2 ENT SK00 4 14 1 ENT VL01 2 21 1 Y VL11 1 8 1 ANNS VL30 0 2 2 ANNS VL30 0 0 0
2 78 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 2 78 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
AD09 1 9 0 FR06 2 17 0 FR06 2 15 0 FR16 2 11 0 FR26 2 11 0 NV00 2 7 0 NV18 2 14 0 P260 2 2 0 P270 2 2 0 SK00 4 14 0 SK07 2 14 0 VL01 2 14 0 VL11 1 8 0	AD09 1 9 0 FR06 2 17 0 FR06 2 15 0 FR16 2 11 0 FR36 2 11 0 NV00 2 7 0 NV08 1 5 0 NV18 2 14 0 P260 2 2 0 P270 2 2 0 SK00 4 14 0 SK07 2 14 0 VL01 2 21 0 VL11 1 8 0 1 VL30 0 2 2 1 0544 0 0 0 0
REC FR16 2 15 0 RE FR26 2 11 0 RE FR36 2 8 0 RV000 2 7 0 NV08 1 5 0 NV18 2 14 0 P260 2 2 0 P270 2 2 0 NT SK00 4 14 0 NT SK00 4 14 0 NT SK00 2 14 0 NT VL01 2 11 0 NU1 1 1 8 0 NU1 1 1 8 0	REC FR16 2 15 0 RE FR26 2 11 0 RE FR36 2 8 0 NV00 2 7 0 NV08 1 5 0 NV18 2 14 0 P260 2 2 0 P270 2 2 0 TT SK00 4 14 0 VL01 2 11 0 VL01 2 21 0 VL01 1 1 8 0 VL30 0 2 XDGT 0 0 0
FR36 2 8 0 IT NV00 2 7 0 NV08 1 5 0 NV18 2 14 0 P260 2 2 0 P270 2 2 0 NT SK00 4 14 0 NT SK07 2 14 0 NT VL01 2 21 0 NT VL01 2 21 0 NT VL01 2 21 0 NT VL030 0 2	FR36 2 8 0 IT NV00 2 7 0 NV08 1 5 0 NV18 2 14 0 P260 2 2 0 P270 2 2 0 T SK00 4 14 0 SK07 2 14 0 VL01 2 21 0 VL01 2 21 0 VL01 1 8 0 XDGT 0 0 0
IT NV00 2 7 0 1 NV08 1 5 0 NV18 2 14 0 P260 2 2 0 P270 2 2 0 IT SK60 4 14 0 SK67 2 14 0 VL01 2 21 0 VL01 2 21 0 ANS VL30 0 2 VCCT 0 0	IT NV00 2 7 0 1 NV08 1 5 0 1 NV18 2 14 0 1 P260 2 2 0 1 P270 2 2 0 1 SK00 4 14 0 1 SK07 2 14 0 1 VL01 2 21 0 1 VL11 1 8 0 1 XDGT 0 0
NV18 2 14 0 0 P260 2 2 0 0 P270 2 2 0 0 P270 2 2 0 0 P270 2 14 0 0 P270 2 14 0 0 P270 2 21 0 0 P270 2 P270	NV18 2 14 0 P260 2 2 0 P270 2 2 0 NT SK00 4 14 0 VL01 2 14 0 VL01 2 21 0 VL11 1 8 0 VL30 0 2 XDGT 0 0 0
P260 2 2 0 P270 2 2 0 P270 2 2 0 NT SK00 4 14 0 NT SK07 2 14 0 VL01 2 21 0 NUS VL30 0 2 VCCT 0 0	P260 2 2 0 P270 2 2 0 P270 2 2 0 NT SK00 4 14 0 VL01 2 14 0 VL11 1 8 0 ANS VL30 0 2 XD6T 0 0
NT SK00 4 14 0 NT SK07 2 14 0 T VL01 2 21 0 VL01 1 8 0 ANS VL30 0 2 VC57 0 0	TT SK00 4 14 0 NT SK07 2 14 0 TT VL01 2 21 0 VL11 1 8 0 ANS VL30 0 2 XDGT 0 0
NT SK07 2 14 0 T VL01 2 21 0 NL01 1 8 0 ANS VL30 0 2 VD54 0 0	NT SK07 2 14 0 T VL01 2 21 0 NL01 1 8 0 ANS VL30 0 2 STATE OF THE OF
VL11 1 8 0 VL30 0 2 VDGT 0 0	VL11 1 8 0 VL30 0 2 V544 0 0 XDGT 0 0
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Q544 0 0	0544 0 0 XDGT 0 0
200	

AMADER: 06 NOV 15 CRADE: CPT SSAN: SAN: S	PREPARED 17 DEC 2014 14:34		INDIVI	INDIVIDUAL TRAINING SUMMARY CURRENT TRAINING PERIOD	VING SUMM/	ARY		AS OF 17 DEC 2014	C 201	4		4 PCN SA036-T10
QUALIFICATION PROFILE TASK NAME TASK VOL/DUR *** C130 AMADS AMADS 0529 0 1 C130 GRND TRNG ALL MOB FLDR REV C046 0 3 C130 GRND TRNG ALL DDD CYBER AC E039 0 1 C130 GRND TRNG ALL LINFO PROTECTION E112 0 0 1 C130 GRND TRNG ALL LINFO PROTECTION E113 0 0 1 C130 GRND TRNG ALL LINFO PROTECT E114 0 0 0 C130 GRND TRNG ALL LINFO PROTECT E113 0 0 1 C130 GRND TRNG ALL LINFO PROTECT E114 0 0 0 C130 GRND TRNG ALL LINTEL TRNG - G G001 0 0 0 C130 GRND TRNG ALL LINTEL TRNG - G G001 0 0 0 C130 GRND TRNG ALL LINTEL TRNG - G G009 0 0 1 C130 GRND TRNG ALL LINTEL TRNG - MR G070 0 0	NAME: $MP3$ PHYSICAL DUE DATE: 06 NOV	15	GRADE: CPT :	SSAN: E DATE: 30	JUN 17		CREW POST		CREW POSITION: MP B RECORDS REVIEW DUE DA			TION: MP B UNIT: 0095ALSSQ EVIEW DUE DATE: 30 JUN 15
C130 AWADS C130 GRND TRNG ALL C130 GRND TRNG	PGM QUALIFICATION PROFILE	TASK NAME	TASK ID			REM	DATE LAST	4	IN PHASE		DATE IN PHASE DATE DUE	DATE IN PHASE
C136 GRND TRNG ALL MOB FLDR REV C044 0 3 C136 GRND TRNG ALL PASSPORT E039 0 1 C136 GRND TRNG ALL DOD CYBER AC E100 0 1 C136 GRND TRNG ALL JUPO PROTECTION E112 0 0 C136 GRND TRNG ALL HUMAN RELATIONS E113 0 1 C136 GRND TRNG ALL HUMAN RELATIONS E113 0 0 C136 GRND TRNG ALL HUMAT JNDOC-NR G0601 0 0 C136 GRND TRNG ALL CBRNE HANDS ON G0602 0 0 C136 GRND TRNG ALL CBRNE HANDS ON G0602 0 0 C136 GRND TRNG ALL CBRNE HANDS ON G0602 0 1 C136 GRND TRNG ALL CBRNE HANDS ON G0606 0 1 C136 GRND TRNG ALL JINTEL TRNG-MR G0606 0 1 C136 GRND TRNG ALL LUAC G0606 0 1 C136 GRND TRNG ALL JINTIAL CRM G0606 0 0 <td>GT C130 AWADS</td> <td>AWADS</td> <td>0529</td> <td></td> <td>н</td> <td></td> <td>10 APR 14</td> <td>4</td> <td></td> <td></td> <td></td> <td></td>	GT C130 AWADS	AWADS	0529		н		10 APR 14	4				
C130 GRND TRNG ALL C138 GRND TRNG ALL C138 GRND TRNG ALL C130 G	GT C130 GRND TRNG ALL	MOB FLDR REV	C040		ω		20 OCT 14	14	14	14 30 APR 15		
DOD CYBER AC E100 0 1 1 1 1 1 1 1 1	GT C130 GRND TRNG ALL	PASSPORT	E030	0	1		30 OCT 14	14	14			
INFO PROTECTION E112 0 0 0 0 0 0 0 0 0	T C130 GRND TRNG ALL	DOD CYBER AC	E100	0	į,		08 MAR 14	14	14	14 08 MAR 15		
HUMAN RELATIONS E113 0 1 FORCE PROTECT E114 0 0 FORCE PROTECT E114 0 0 UNIT INDOC-MR G001 0 0 MARSHALL TRG -G G002 0 0 CBRWE HANDS ON G010 0 1 ENAF AD ONLY G055 0 0 1 INTEL TRNG-MR G060 0 1 INTEL TRNG-MR G090 0 0 1 LOAC ISOPREP REV G120 0 0 1 MASK FIT TEST G183A 0 0 0 SABC G281 0 0 0 SABC G283 0 1 EX ORD RECON G283 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG -G LL01 0 0	T C130 GRND TRNG ALL	INFO PROTECTION	E112	0	0		17 DEC 13	C 13	C 13			
FORCE PROTECT L UNIT INDOC-MR MARSHALL TRG -G CBRNE HANDS ON ENAF AD ONLY TACTICS-MR INTEL TRNG-MR ANTI-HIJACK-MR LOAC ISOPREP REV MASK FIT TEST INITIAL CRM 9MM SML ARM SABC USE OF FORCE EX ORD RECON DENTAL EXAM LS FAM TRNG -G LS FAM TRNG -G LS FAM TRNG -G LS FAM TRNG -G EX ORD RECON DENTAL EXAM LS FAM TRNG -G LS GOOO EX ORD RECON DENTAL EXAM LS FAM TRNG -G LLO1 DENTAL EXAM LLO1	T C130 GRND TRNG ALL	HUMAN RELATIONS	E113	0	ц		12 M	12 MAR 14	AR 14			
UNIT INDOC-MR MARSHALL TRG -G CBRNE HANDS ON ENAF AD ONLY INTEL TRNG-MR ANTI-HIJACK-MR LOAC ISOPREP REV MASK FIT TEST INITIAL CRM 9MM SML ARM SABC USE OF FORCE EX ORD RECON DENTAL EXAM LS FAM TRNG -G LS FAM TRNG -G LS FAM TRNG -G LS C LS FAM TRNG -G LS C LL C LS C LL C LS C LL C LS C LL C	T C130 GRND TRNG ALL	FORCE PROTECT	E114	0	0		17 D	17 DEC 13	EC 13			
MARSHALL TRG -G G002 0 0 CBRNE HANDS ON G010 0 1 ENAF AD ONLY G055 0 0 TACTICS-MR G060 0 1 INTEL TRNG-MR G060 0 1 ANTI-HIJACK-MR G090 0 0 LOAC G100 0 1 ISOPREP REV G120 0 0 MASK FIT TEST G183A 0 0 INITIAL CRM G231 0 0 9MM SML ARM G280 0 0 SABC G281 0 0 USE OF FORCE G283 0 1 EX ORD RECON G284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG -G LL01 0 0	T C130 GRND TRNG ALL	UNIT INDOC-MR	G001	0	0		01 /	01 MAY 10	1AY 10			
CBRNE HANDS ON G010 0 1 ENAF AD ONLY G055 0 0 TACTICS-MR G060 0 1 INTEL TRNG-MR G060 0 1 ANTI-HIJACK-MR G090 0 0 LOAC ISOPREP REV G120 0 0 MASK FIT TEST G183A 0 0 9MM SML ARM G231 0 0 SABC G281 0 0 USE OF FORCE G283 0 1 EX ORD RECON G284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	C130 GRND TRNG ALL	MARSHALL TRG -C	G002	0	0		24	24 JUN 09	JUN 09	JUN 09	O NUE	1U0 99
ENAF AD ONLY 6055 0 0 TACTICS-MR 6060 0 1 INTEL TRNG-MR 6070 0 1 ANTI-HIJACK-MR 6090 0 0 LOAC 5100 0 0 ISOPREP REV 6120 0 0 MASK FIT TEST 6183A 0 0 MASK FIT TEST 6183A 0 0 9MM SML ARM 6231 0 0 SABC 6281 0 0 USE OF FORCE 6283 0 1 EX ORD RECON 6283 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	C130 GRND TRNG ALL	CBRNE HANDS ON	6010	0	ц		07	07 MAR 14	MAR 14	MAR 14 31 MAR 16		
TACTICS-MR G060 0 1 INTEL TRNG-MR G070 0 1 ANTI-HIJACK-MR G099 0 0 0 LOAC G100 0 0 0 ISOPREP REV G120 0 0 0 MASK FIT TEST G183A 0 0 0 INITIAL CRM G231 0 0 SMB C G280 0 0 SABC G281 0 1 USE OF FORCE G283 0 1 EX ORD RECON G284 0 1 DEWTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	C130 GRND TRNG ALL	ENAF AD ONLY	G055	0	0		01	01 JAN 75	JAN 75			
INTEL TRNG-MR 6070 0 1 ANTI-HIJACK-MR 6090 0 0 0 LOAC 6100 6 1 ISOPREP REV 6120 0 0 MASK FIT TEST 6183A 0 0 INITIAL CRM 6231 0 0 SABC 6281 0 1 USE OF FORCE 6283 0 1 EX ORD RECON 6284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	C130 GRND TRNG ALL	TACTICS-MR	G060	0	1		13	13 JAN 14	JAN 14	JAN 14 31 DEC 15	31 DEC	31 DEC
ANTI-HIJACK-MR G099 0 0 0 LOAC G100 0 1 ISOPREP REV G120 0 0 MASK FIT TEST G183A 0 0 INITIAL CRM G231 0 0 9MM SML ARM G231 0 0 SABC G281 0 1 USE OF FORCE G283 0 1 EX ORD RECON G284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	GT C130 GRND TRNG ALL	INTEL TRNG-MR	6070	0	μ.		13	JAN 14	JAN 14	31 DEC	31	31
LOAC G100 0 1 ISOPREP REV G120 0 0 0 MASK FIT TEST G183A 0 0 INITIAL CRM G231 0 0 9MM SML ARM G280 0 0 SABC G281 0 1 USE OF FORCE G283 0 1 EX ORD RECON G284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	C130 GRND TRNG ALL	ANTI-HIJACK-MR	6090	0	0		80	SEP 12	SEP 12	20	20	20 SEP 12
ISOPREP REV 6120 0 0 MASK FIT TEST 6183A 0 0 INITIAL CRM 6231 0 0 9MM SML ARM 6280 0 0 SABC 6281 0 1 USE OF FORCE 6283 0 1 EX ORD RECON 6284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	GT C130 GRND TRNG ALL	LOAC	6100	0	T		09 J	JAN 14	AN 14	AN 14 31 JAN 16		
MASK FIT TEST G183A 0 0 0 INITIAL CRM G231 0 0 9MM SML ARM G280 0 0 SABC G281 0 1 USE OF FORCE G283 0 1 EX ORD RECON G284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	T C130 GRND TRNG ALL	ISOPREP REV	6120	0	0		09 DEC	EC 13	EC 13	EC 13 30 JUN 14	H	13 30 JUN 14
INITIAL CRM 6231 0 0 9MM 5ML ARM 6280 0 0 SABC 6281 0 1 USE OF FORCE 6283 0 1 EX ORD RECON 6284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG - G LL01 0 0	GRND	MASK FIT TEST	G183 <i>i</i>	0	0		15 3	15 JUL 09	UL 09			
9MM SML ARM 6280 0 0 0 SABC 6281 0 1 USE OF FORCE 6283 0 1 EX ORD RECON 6284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG -G LL01 0 0	GRND TRNG	INITIAL CRM	6231	0	0		24	24 JUN 09	JUN 09	JUN 09	JUN 69	JUN 09
SABC 6281 0 1 USE OF FORCE 6283 0 1 EX ORD RECON 6284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG -G LL01 0 0	GRND TRNG	9MM SML ARM	G280	0	0		07	07 DEC 13	DEC 13	DEC 13 31 DEC 15	31 DEC	31 DEC
USE OF FORCE 6283 0 1 EX ORD RECON 6284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG -G LL01 0 0	GRND TRNG	SABC	6281	0	н		15	JAN 14	JAN 14	JAN 14 31 JAN	JAN 14	JAN 14
EX ORD RECON G284 0 1 DENTAL EXAM H020 0 1 LS FAM TRNG -G LL01 0 0	GT C130 GRND TRNG ALL	USE OF FORCE	6283	0	ц		0	3 JAN 14	JAN 14	JAN 14	JAN 14	JAN 14
DENTAL EXAM H0Z0 0 I LS FAM TRNG -G LL01 0 0	GT C130 GRND TRNG ALL	EX ORD RECON	G284	0	1		07	07 MAR 14	MAR 14	MAR 14 97 MAR 16		
LS FAM TRNG -G LL01 0 0	GT C130 GRND TRNG ALL	DENTAL EXAM	Н020	0	1		01	01 APR 14	APR 14	APR 14 30 APR 15		
	GT C130 GRND TRNG ALL	LS FAM TRNG -G	LF01	0	0		2	25 AUG 09	5 AUG 09	5 AUG 09	5 AUG 09	5 AUG 09
										P	AFR	AFR PAGE 3

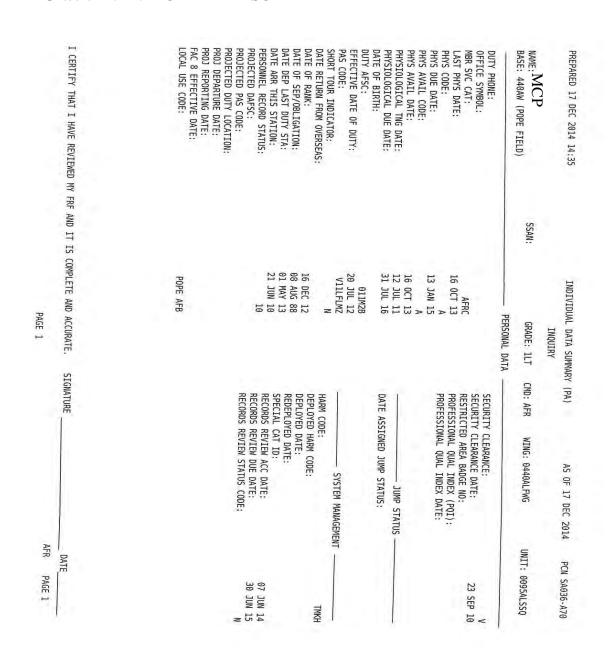
PRE	PREPARED 17 DEC 2014 14:34	4	INDIVIDU	INDIVIDUAL TRAINING SUMMARY	ING SUMM/	RY		AS OF 17 DE	DEC 2014	PC	CAR	PCN SADRETIO	٥
			CURREN	CURRENT TRAINING PERIOD	NG PERIO	J						1	Š
NAM	NAME: MP3 PHYSICAL DUE DATE: 06 NOV 15		GRADE: CPT SSAN: PHYSIOLOGICAL DUE DATE: 30 JUN 17	N: DATE: 30	JUN 17		CREW POSITI	(ON: MP B	CREW POSITION: MP B UNIT: 0095ALSSQ RECORDS REVIEW DUE DATE: 30 JUN 15	15 C	9095/	VLSSQ	
PGM	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	REM ®	DATE LAST	DATE IN PHASE	DATE DUE	OVR	N ACC	REST	S
GT	C130 GRND TRNG ALL	EGRESS C130-GND	LL03	0	e		14 JAN 14		31 DEC 17			z	l d
GT	C130 GRND TRNG ALL	AIRCREW CW	LL04	0	0		04 JUN 13		31 DEC 15			z :	
GT	C130 GRND TRNG ALL	EGRES W/ACDE	LL05	0	0		04 JUN 13					z :	
GT	C130 GRND TRNG ALL	A. L/S EQUIP-MR	LL06	0	À		14 JAN 14		31 DEC 17			z :	
FP	C130 GRND TRNG ALL	AFE FIT CHECK-GND	LL07	0	Н		02 SEP 14		30 SEP 17			2 :	
GT	C130 GRND TRNG ALL	THEAT INDOC	M060	0	0		12 MAY 11					2	
GT	C130 GRND TRNG ALL	INT NVG TRNG	LOAN	0	0		24 JUN 09					z :	
GT	C130 GRND TRNG ALL	NVG GRND REF-MR	NVO3	0	ш		13 JAN 14		31 JAN 16			2	
GT	C130 GRND TRNG ALL	PUBS CHECK	0090	0	2		29 OCT 14		31 OCT 15			Z	
GT	C130 GRND TRNG ALL	FEF REVIEW	0170	0	P		02 JUN 14		30 JUN 15			z	
GT	C130 GRND TRNG ALL	LOCAL SURV -G	5501	0	0		25 AUG 09					z	
P	C130 GRND TRNG ALL	CBT SERE TNG-MR	5502	0	0		09 AUG 12		31 AUG 15			z	
GT	C130 GRND TRNG ALL	CNDCT CPTR	5503	0	P		15 JAN 14		31 JAN 17			z	
GT	C130 GRND TRNG ALL	WATER SURV -MR	5505	0	ь		17 JAN 14		31 JAN 17			Z	
GT	C130 GRND TRNG ALL	ERCHUTE TRNG-MR	5506	0	н		14 JAN 14		31 JAN 17			Z	
E	C130 GRND TRNG ALL	CONT SERE INDOC	5507	0	н		15 JAN 14					z	
GT	C130 GRND TRNG ALL	INT CMBT SURV	SS20	0	0		14 AUG 09					z	
GT	C130 GRND TRNG ALL	INT WATER SURV	5531	0	0		18 FEB 09					z	
9	C130 GRND TRNG ALL	VTRAT INITIAL	VT01	0	0		24 JUN 09					z	
9	C130 GRND TRNG ALL	VTRAT REF	VT03	0	2		17 MAY 14		31 DEC 15			z	
GT	C130 GRND TRNG ALL	GO NO GO	XGNG	0	0							Z	
GT	C130 GRND TRNG ALL	SEMIS -MR	XSEMI	0	2		01 JUL 14		31 DEC 14			2	
GT	C130 LCLA	C130 LCLA	0517	0	0		24 FEB 12					Z	
ST	C130 OPS SUP	OPS SUP	XOPS	0	2		03 SEP 14		31 MAR 15			Z	
									A	AFR	PAGE 4	4	
				PAGE 4									
				PAGE 4									

G1.4.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
CPT	MP3	C-130H	0	19.6	40.3	69.7

G1.5. MCP

G1.5.1. INDIVIDUAL DATA SUMMARY



	ND ACCURATE STGNATURE	AND IT IS COMPLETE A	E CERTETT THAT I HAVE REVIEWED MY THAT AND IT IS COMPLETE AND ACCURATE
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o i ccetve	tagic priyatear.		
מיונסחפי חי	current OFDA is 42 month(s). You need 54 additional month(s) OFDA to meet your 12 Year gate requirement to receive invous ACIP through 18 years of aviation service and you must maintain a valid flight physical	need 54 additional miation service and v	Your current OFDA is 42 month(s). You recontinuous ACIP through 18 years of av
		42	OFDA TO DATE:
		© (OFDA GATE 20/18:
		o i	OFDA GATE 15/15:
		42	OFDA GATE 10/12:
		• ⊢	PRE-ACIA-OFDA:
		200	FLYING ACTIVITY CATEGORY:
		20 JIII 12	EFFECTIVE DATE:
			AVIATION POSITION INDICATOR:
12 JUL 11	INITIAL PHYSIULOGICAL HYPOXIA TRAINING	30 JUN LI	TRANSTITION STATUS CODE:
DAILE	TNITTAL COOKE	DEC	AVIATION SERVICE DATE:
1	FORMAL COURSE	NO	DEELCED SEBALLE DATE:
	TRAINING/QUAL STATUS —		AERO ORDER TERM DATE:
	UKIG PARA RATING DATE:		REFECTIVE DATE:
		02 MAY 13	EFFECIIVE DAIE:
			AVIAIION SERVICE CODE:
			AVIATION SERVICE DATA
	OUS MIL RTG DT:	ZU NUV 14	TREVIOUS FROMOCITYE LETON DATE:
		VOV	EMBLYTOUR BRODUCTIVE FLIGHT DATE:
			PAY STOP DATE:
		z	AD/IAD:
			LAST MPO REASON:
		30 JUN 11	LAST MPO DATE: INCENTIVE PAY DATA -
			CATEGORIECAE - FEETING WATERED.
		L L C	CATEGORICAL ELVING WATVED.
		CISOH	PRIMARY ACTI:
		AFRC	ACFT SVC CAT:
20 JUL 12	EFFECTIVE DATE:	OM	CMD OF AIRCRAFT:
PILOT	AERONAUTICAL RATING:	П	AIRCRAFT OPLOC:
OADOR .	AFRONALITICAL BATTNG ANTATTON BANCE	A	11 13
UNIT: 0095ALSSQ	GRADE: 1LT CMD: AFR WING: 0440ALFWG	SSAN:	NAME: MCP RASE: 440AW (POPE ETEIN)
	INQUIRY		
14 PCN SA036-A70	INDIVIDUAL DATA SUMMARY (PA) AS OF 17 DEC 2014	TMUTA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

G1.5.2. INDIVIDUAL FLYING HISTORY REPORT

GRAND TOTAL

777.2

	21 NOV 14	DATE LAST FLOWN	9	37	298	TOTAL SORTIES
	06 AUG 13	DATE FIRST FLOWN	0	0	0	CMBT SUPPORT SORTIES
	67.6	NVG TIME	0	0	• ©	COMBAI SURILES
	0	COMBAT SUP SORTIES	0.0	0.0	0.0	CMBT SUPPORT TIME
	0	COMBAT SORTIES	0.0	0.0	0.0	COMBAT TIME
	298	TOTAL SORTIES	0.0	9.0	67.6	NVG TIME
	0.0	COMBAT SUPT TIME	0.0	17.9	16.5	PRIMARY SIM INST
	0.0	COMBAT TIME	0.0	0.0	58.6	PRIMARY INST
	0.0	CIVILIAN TIME	0.0	9.0	116.3	NIGHT
	0.0	FOREIGN MIL TIME	4.8	0.0	65.5	OTHER TIME
	0.0	OTHER US MIL TIME	0.0	0.0	0.0	EVALUATOR TIME
	237.4	STUDENT TIME	0.0	0.0	0.0	INSTRUCTOR TIME
	539.8	TOTAL TIME	10.4	53.5	178.2	SECONDARY TIME
	65.5	OTHER TIME	10.8	53.5	296.1	PRIMARY TIME
	0.0	EVALUATOR TIME	26.0	107.0	539.8	TOTAL TIME
	0.0	INSTRUCTOR TIME	29 NOV 12	16 APR 14	21 NOV 14	FLOWN
	178.2	SECONDARY TIME	18 OCT 12	05 NOV 12	06 AUG 13	2
	296.1	PRIMARY TIME	FPC	FPQ C	FPQ C	m
	PILOT	CREW POSITION	SPC130H(Q)	SMC130H(Q)	C130H(S)	AIRCRAFT MDS
		CAREER TOTALS				AIRCRAFT TOTALS
C: IA ASC DATE: 02 MAY 13 140AW (POPE FIELD)	FAC: 1 OFDA: 42 ASC: 1A UNIT: 0095ALSSQ BASE: 440AW	GRADE: 1LT API: 1 F PRI ACFT: C130H		SSAN: PRI CRW POS: P	10ALFW	NAME: MCP CMD: AFR WING: 0440ALFW
		INQUIRY				
DEC 2014 PCN SA036-F40) AS OF 17 DEC 2014	FLYING HISTORY REPORT (PA)	FLYING		014 14:35	PREPARED 17 DEC 2014 14:35

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G1.5.3. INDIVIDUAL FLIGHT DATA REPORT

NAME: NICP CREW POSN: FPQ C AGE: LST PHYS: 16 OCT 13 APT: 1 FAC: 1. DAFSC: 011M2B LST CHMB: 12 JUL 11 MAJCOM: AFR (PART-1) MDS: C130H SMC130H SPC130H ACFT TOTAL SEQ NO: 01 02 00 TOTAL THE: 539.8 107.0 250.0 539.8 PRIMARY: 296.1 53.5 10.4 178.2 SECONDARY 178.2 53.5 10.4 178.2 INSTRUCTOR: 0.0 0.0 0.0 0.0 EVALUATOR: 0.0 0.0 0.0 0.0 EVALUATOR: 65.5 0.0 4.8 65.5

28 SEP 27 SEP 1.5 0.0	98 OCT 97 OCT 1.2 3.1	18 OCT 17 OCT 0.0 0.0	60	28 OCT 27 OCT 1.0 1.9	6.4 9.9	17 NOV 16 NOV 4.2 2.7	30	27 NOV 26 NOV 9.9 9.9	97 DEC 96 DEC 9.0 9.0	17 DEC 16 DEC 9.0 0.0	AIRCRAFT TYPE REQUEST: ALL	TOTAL FLYING TIME: GRAND TOTAL:	NAME: MCP CREW POSN: FPQ C AGE: DAFSC: 011M2B	PREPARED 17 DEC 2014 14:35
26 SEP 0.0	06 OCT 0.0	16 OCT 2.5	DAYS TOT	26 OCT 0.0	95 NOV 3,3	15 NOV 2.5	0 DAYS TOT	25 NOV 0.0	05 DEC 0.0	15 DEC 0.0	EQUEST: AL	539.8 777.2	٠	:35
25 SEP 0.0	05 OCT 0.0	15 OCT 0.0	DAYS TOTAL FLYING TIME: 67.0	25 OCT 0.0	04 NOV 1.6	14 NOV 3.1	DAYS TOTAL FLYING	24 NOV 0.0	04 DEC 0.0	14 DEC 0.0			LST PHYS:	INI
24 SEP 0.0	04 OCT 0.0	14 OCT 0.0	TIME: 67.	24 OCT 1.2	0.0	13 NOV 1.8	TIME: 7.9	23 NOV 0.0	03 DEC 0.0	13 DEC 0.0	(PART-2)	TOTAL PRIMARY/INSTRUCTOR TIME: MDS PRIMARY/INSTRUCTOR TIME:	RANK 16 OCT 12 JUL	INDIVIDUAL FLIGHT DATA
23 SEP 2.6	03 OCT 2.8	13 OCT 0.0	0	23 OCT 0.0	02 NOV 9.6	12 NOV 0.0		22 NOV 0.0	02 DEC 0.0	12 DEC 0.0	-2)	MARY/INST RY/INSTRU		FLIGHT DA
22 SEP 0.0	02 OCT 1.9	12 OCT 0.0	DAYS FLOWN: 20	22 OCT 0.0	0.0 0.0	11 NOV 0.0	DAYS FLOWN: 3	21 NOV 4.3	0.0 0.0	11 DEC 0.0	AIRCRAFT	RUCTOR TI CTOR TIME	SSAN: API: 1 MAJCOM: AFR	
21 SEP 0.0	01 OCT 1:1	11 OCT 6.9	N: 20	21 OCT 0.0	31 OCT 0.0	10 NOV 1.3	N: 3	20 NOV 0.5	30 NOV	10 DEC 0.0	AIRCRAFT MDS REQUEST: C130H	" ME:		AS OF 17 DEC 2014
20 SEP 6.0	30 SEP 3.0	19 OCT 7.0	-	20 OCT 0.0	30 OCT 10.0	09 NOV 1.3	1	0.0 0.0	29 NOV 0.0	09 DEC 0.0	EST: C130H	360.4 296.1	PRI ACFT: FAC: 1 ASC:	
19 SEP 6.1	29 SEP 0.0	09 OCT 1.5		19 OCT 5.0	29 OCT 0.0	08 NOV 2.2		18 NOV 3.1	28 NOV 0.0	08 DEC 0.0			ACFT: C130H ASC: 1A	PCN SA036-F60

--- 90 DAYS TOTAL FLYING TIME: 114.2

DAYS FLOWN: 34

G1.5.4. INDIVIDUAL FLIGHT RECORD REPORT

		98 MAR	MAR	26 FEB	21 158	71 EEB	10 550	500	08 FFR	04 FEB	03 FEB	02 FEB	01 FEB	31 JAN	28 JAN	22 JAN	17 JAN	16 JAN	14 JAN	10 JAN	08 JAN	03 JAN	02 JAN	20 DEC	19 DEC	C130H 18 DEC	C130H 12 DEC	MDS DATE		NAME: MCP CMD: AFR WJ	
			14 86-0411		14 88-4402	000	0 0	0 0	14 86 0418	000	14 86-0411				14 88-4403			×.								13 88-4402	13 88-4402	NUMB	TAIL	WING: 0440ALFWG	
		FPC	FPC	FPC	Ŧ	77.	בה כ	ם כ	B 7	FPC	FPC	FPC	FPC	FPC	FPC	FPC	FPC	FPC	FPC	FPC.	FPC	FPC	FPC	FPC	FPC	FPC	FPC	POSN	DUTY		
		.0	2.3	Ġ	Ü					0.7					1.1					2.9		0.2	<u>μ</u>	1.0	1.0	1.5	1.1	PRI		T: 009	
		.0 0	2.4 0	0	0	0	0	0 0	0 0	0.0										0.2 0	5	w			0.1 0	0.3	0.2	SEC I		UNIT: 0095ALSSQ	
		.0 0	.0 c	.0 6	.0	.0		0.0		0	0					0.0 0			.0	0	3 C	9	0	.0	0	.0 0	0.0 0	INST E			
		0 3.2	0	0	_	2.6				.0 0.0							0.0 0.		0	0 0 0	o .		0	0	0	.0 0.0	.0 1.	EVAL OTH		SSAN: ACFT OPLOC: TMKH	
																									6 2		ω			_0С: П	INQUIRY
			4.7 2			,1 1			.0 1	0.7 1	.0 1	2.2 1	.4 2	.3	.2 1				л	٠.	י פ	л	_ ;	•		00	2.6 2	TOTAL SRT		축	RY
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					0 0				0.0		. c	0.0	T CMB		GRADE:	
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (9 (o c	o c	0 0	0 0	0 0	o c	D (o	SRT	SE	1	
		0.0			0	0.0		0	.0			0.0								0 0	0 0	0 0	0 0	0 0	0 0	0 0	9	C/S		PRI	
										0.0						9 0					0 0					D F		SRT NITE	C/S	PRI CREW POS:	
										0 0.5																		TE INS		P0S: P	
			9							0.0																3 3			MIS	70	
AFR		0.0) i	2.9	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0 0	D :	л с	0 0	0 0	0 0	0 0	0.0	0.0	0.0	0.0	0 0	0.0) i	J	NVG		RI AIR	
PAGE) t	7 .	2 1	1 5	1 5		2 5	1 5	1 5		_ L	1 1		2 0			, ,			33 5	34				, ,	3	RES N/S		PRI AIRCRAFT: C130H	
н	TCOLTO-	20140307	20140220	201102	20140221	20140221	20140211	20140210	20140213	20140208	20140208	20140200	20140208	20140130	20140124	20140121	20140121	20140115	20140111	20140109	20140109	20140110	20131223	20131223	20131220	20131212	201	S UPDATED	DATE	С130Н	

7 0.0 0.0 0.0 0.0 0.0 1.7 1 0.0 0 0.0 4 1.6 0.0 0.0 0.0 3.0 1 0.0 0.0 0.0 0.0 5 0.0 0.0 0.0 0.0 0.0 0
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0.0 0.0 0.0 0.0 1.7 1 0.0 0 0.0 1.6 1.6 0.0 0.0 0.0 3.0 1 0.0 0 0.0 2.0 0.0 0.0 1.5 3.4 1 0.0 0 0.0 0.0 0.4 0.0 0.0 0.0 0.8 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
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0.0 0.0 0.0 0.0 1.7 1 0.0 0 0.0 1.6 0.0 0.0 3.0 1 0.0 0 0.0 2.0 0.0 0.0 0.0 4.0 1 0.0 0 0.0 0.4 0.0 0.0 1.5 3.4 1 0.0 0 0.0 0.4 0.0 0.0 0.0 0.8 1 0.0 0 0.0
0.0 0.0 0.0 0.0 1.7 1 0.0 0 0.0 1.6 0.0 0.0 3.0 1 0.0 0 0.0 2.0 0.0 0.0 0.0 4.0 1 0.0 0 0.0 0.4 0.0 0.0 1.5 3.4 1 0.0 0 0.0
0.0 0.0 0.0 0.0 1.7 1 0.0 0 0.0 1.6 0.0 0.0 0.0 3.0 1 0.0 0 0.0 2.0 0.0 0.0 0.0 4.0 1 0.0 0 0.0
0.0 0.0 0.0 0.0 1.7 1 0.0 0 0.0 1.6 0.0 0.0 0.0 3.0 1 0.0 0 0.0
7 0.0 0.0 0.0 0.0 1.7 1 0.0 0 0.0
0.0 0.0 0.0 3.0 1 0.0 0 0.0
0.0 0.0 0.0 3.0 1 0.0 0 0.0
2.8 1 0.0 0
0.9 0.0 0.8 1 0.9 9 9.9
PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S S
UNIT: 0095ALSSQ ACFT OPLOC: TMKH GRADE: 1LT PRI CREW POS:
FINCOLDI
TMOHTOV

NAME: MCP																				
CMD: AFR		WING: 0440ALFWG		UNIT: 0095ALSSQ	95ALSS	Ö	SSAN:	SSAN: ACFT OPLOC: TMKH	TMKH	GR	GRADE:	ILT	PRI	PRI CREW POS:		ъ	PRI	AIRC	RAFT:	PRI AIRCRAFT: C130H
MDS DATE	TE.	TAIL	DUTY	PRI	SEC	TSNI	EVAL	HTO	TOTAL	SRT	CMB	SRT	c/s s/o	C/S SRT NITE		I SNI	SIM	NVG F	RES N/S	DATE S UPDATED
C130H 09	9 MAY 14	88-4404	FPC	1.9	1.9	0.0	0.0	0.0	ω .œ		0	0		3		D	N.	9	0	20140512
C130H 11		88-4403	FPC	6.2	0.0	0.0		0.0	6.2		0		9 6				9.0	0 0	1 1	20140512
C130H 13	MAY 14	88-4403	FPC	0.6	0.5	0.0	0.0	0.0	1.1		0		0					0 0	1 1	20140519
C130H 14	MAY 14	88-4403	FPC	0.7	.7			0.0	1.4		0		0					D (7 1	20140519
	MAY 14	88-4403	FPC	1.1				0.0	2.3		.0		0	0	0			0 0	7 1	20140519
	MAY	88-4403	FPC	0.5				0.0			.0		.0		0			0.0	1 5	20140519
	MAY	88-4403	740	, , , , ,				0.0							0			0.0	1 5	20140519
C130H 17	7 MAY 14	88-4403	בסר ר	J	1.2	0 0	0.0	0.0	10	2	0.0	0	0.0 0		0	.0 0		0.0	1 S	20140519
19	MAY	88-4405						0.0) H			0.0	1 5	20140519
	MAY	86-0411						0 1	0 0	ر نــ					0 0		4 0	0 0		20140520
23	MAY 14	86-0410						0.0	3.8	ш					0			D (1 1	20140521
C130H 27	MAY 14	86-0411						0.0	1.2	1					0			9 0	2 1	20140527
28	MAY 14	86-0411						0.0	1.2	2					0		0.0	0.0		20140520
28	MAY 14	86-0410						0.2	2.6	1 (0			0.0	5	20140520
29	MAY 14	86-0411		2.7	0.5			0.0	3.2	П (0.6	2			. 0	.1 r	20140530
2 6	JUN 14	87-9284						0.0	3.7	1 (0		0.0 0	0.0	1 5	20140604
200	JUN 14	86-0411						0,5	0.5	1 (0.0					0.0		0.0	1 5	20140605
	JUN 14	06-0411						0.0	1.1	1 (1.1				.1	1 5	20140605
	JUN 14	00-0418						0.0	1.0	'n								0.0	1 5	20140606
110	TIM TA	2044-00						0.0	1.1	-					0	0 0.	5	0.0	1 S	20140611
11	JUN 14	20111						0.0	1.0						0	0	.0 1	1.0	1 5	20140611
12.1	TA NOC	1140-00	4.5					0.0	2.1						7	0	.0 0.	.7	1 S	20140612
1/1	TIN 14	87 9284					0.0	0.0	4.4		0.0					6 0.0		0.0	1 5	20140616
C13011 14	1 1	00 4401						9.0	4.	1 0						0 0.0		0.0	1 S	20140616
CT30H TA		88-4401	L PC					9.0	1.4	1 6								.7	1 5	20140619
																	A	AFR	PAGE	3
CERTIEV THAT I HAVE BEVIEWED MY TERR AND	AT T HAVE	DEVIEWED	MV TEDE	AND .	21 11	2000		TE COMPLETE AND ACCURATE	1		1									

WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: TAIL DUITY RES LANS FRE	0.0 1 S 0.0 1 S 0.0 1 S 0.0 1 S 1.0 1 S 1.1 1 S 1.1 1 S 0.0 1 S 0.0 1 S 0.0 1 S																	
WING: 0440ALFWG UNIT: 0895ALSSQ ACFT OPLOC: TVIKH WING: 0440ALFWG UNIT: 0895ALSSQ ACFT OPLOC: TVIKH FAIL WING: 0440ALFWG UNIT: 0895ALSQ ACFT OPLOC: TVIKH FAIL WING: 0440ALFWG UNIT: 0895ALSQ ACFT OPLOC: TVIKH FAIL WING: 0440ALFWG UNIT: 0895ALSQ ACFT UNIT: UN	0.00 1 S S O O O O O O O O O O O O O O O O O																	
THE NUMB POSS PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUNI 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.7 1 0.0 0 0.0 0.0 0.0 0.0 1.5 0.3 0.0 1.5 JUNI 14 88-4403 FPC 1.2 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			0.8	0		0.0	μ,	3.0	0.0	0.0	0.0	1.5	1.5	FPC	7-9284	14	1600	C130H
THE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S UNIT 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 1.5 1 S UNIT 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 0.0 1.5 1 S UNIT 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 0.0 0.0 1.5 1 S UNIT 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 0.0 1.5 1 S UNIT 88-4403 FPC 1.1 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			0 0	0 0	D 0	0 0	.,	0.7	9	9 0	0	٠ ا بر	0 4	FPC	8-4402	14	-	C130H
THE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NUMB POSN PRI AIRCRAFT: LILT PRI CREW POS: P PRI AIRCRAFT: LILT LILT LILT LILT LILT LILT LILT LI	0.0 1 S S 1.1		D -	D 0	D 0	o .		w :	Э (9.0	0.0	0.5	ω c	FPC C	8-4402	14		C130H
TAIL DUTY IN 188-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.5 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0.0 0.0 0.0 1 0.0 1 1 1 1 1 1 1 1 1 1 1		1.1	0 0	0 0	0 0	- 1	1.1	0 0	0 0		o .	Э H Л С	EBC.	6-0414	14		CIBOH
TAIL DUTY INVESTMENT POSI PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUL 14 88-4403 FPC 1.0 1.0 0.2 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUL 14 88-6410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0.00 0.00 1 1 S S S S S S S S S S S S S S S S S		1.0	0 0	0 0	00			D 0	0 0	0 0	0.1	20.0	EPC C	6-0414	14		C130H
TAIL DUTY INSTALL SO EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.5 1 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 1.5 1 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-6410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 1.2 1 0.0 0.0 0.0 0.0 1.2 1 S JUL 14 86-6410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 2.7 3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0.0 1 S		0.0	0	0	0.0		4.2	0.0	0.0	00	2.1	1.0	בסר כ	6-0414	14		CISON
TAIL DUTY INSTEAM OF PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INST INS NVG RES N/S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 1.5 JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 0.4 1.5 1 0.0 0 0.0 0.0 0.5 0.3 0.0 1.5 JUN 14 88-4403 FPC 1.1 0.2 0.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 0.5 JUN 14 88-4403 FPC 1.1 0.2 0.0 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUN 14 88-4403 FPC 1.1 0.2 0.0 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 JUN 14 88-4403 FPC 1.1 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 1 S	G	0.0	.0		0.0		4.0	0.0	0.0	0.0	2.0	2.0	- PC C	8-4401	14		CISOH
TAIL DUTY ACCEPT OPLOC: TMKH TAIL DUTY FRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.7 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 1.2 1 0.0 0 0.0 0.0 0.0 1.2 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 1.2 1 0.0 0 0.0 0.0 0.0 1.2 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 2.7 3 0.0 0 0.0 0.0 0.0 1.2 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0.0 1 S		0.0		0	0.0			0.0	0.0	0.0	1.1	1.2	FP C	8-4401	14		C130H
TAIL DUTY TAIL DUTY	0.0 1 5		0.0			0.0		1.2	0.0	0.0	0.0	0.6	0.6	FPC C	38-4401	14		C130H
TAIL DUTY NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS INS INS SUM SUM 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.4 2.4 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.5 1 SUM 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	-		0.0			0.0		7.5	0.0	0.0	0.0	3.8	3.7	FPC C	38-4401	14		C130H
TAIL DUTY TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUN 14 88-4403 FPC 2.0 2.0 0.0 0.0 0.0 4.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 0.0 1.5 JUN 14 88-6403 FPC 1.0 0.2 0.0 0.0 0.0 0.0 4.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 1.5 JUL 14 87-9284 FPC 0.7 0.2 0.0 0.0 0.0 0.0 0.0 1.2 1 0.0 0 0.0 0.0 0.0 1.2 JUL 14 86-0414 FPC 1.3 1.4 0.0 0.0 0.0 0.0 0.0 2.7 3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 JUL 14 86-0416 FPC 1.3 1.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0.0		0 0			0.0		2.9	0.0	0.0	0.0	0.9	2.0	FPC	38-4402	14		C130H
TAIL DUTY TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUN 14 88-9284 FPC 0.7 0.2 0.0 0.0 0.0 0.0 0.0 1.2 1 0.0 0 0.0 0.0 0.0 1.2 JUL 14 87-9284 FPC 1.3 1.4 0.0 0.0 0.0 0.0 0.0 1.2 1 0.0 0 0.0 0.0 0.0 1.3 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0.0		0.0			0.0		2.0	0.0	0.0	0.0	0.0	2.0	FPC	38-4404	14		C130H
TAIL DUTY SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS NVG RES N/S JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 1.5 1 0.0 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 2.0 2.0 0.0 0.0 0.0 0.0 1.2 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUL 14 87-9284 FPC 1.1 0.4 0.0 0.0 0.0 0.0 1.2 1 0.0 0 0.0 0.0 1.3 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 1.2 1 0.0 0 0.0 0.0 1.3 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 2.7 3 0.0 0 0.0 0.0 0.0 1.5 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 2.7 3 0.0 0 0.0 0.0 0.0 0.0 1.5 JUL 14 86-0410 FPC 1.3 1.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	0.0		9 0			0.0		2.3	0.0	0.0	0.0	1.1	1.2	FPC	36-0414	14		C130H
TAIL DUTY TAIL NAME **NOS: 0449ALFWG** **UNIT: 0095ALSSQ** **ACFT OPLOC: TMKH** **TAIL DUTY **TAIL NAME **POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S **JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 1.5 1 S **JUN 14 88-4403 FPC 1.1 1.0 1.0 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 1 S **JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 4 2.4 1 0.0 0 0.0 0 0.0 0.0 0.0 0.0 1.5 1 S **JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	D 0		0 0			0.0		2.2	0.0	0.0	0.0	0.0	2.2	FPC	37-9284	14		C130H
TAIL DUTY SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.0 1.1 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 4.0 1 0.0 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0		9 0			0 0	- 1	2.2	0	0.0	0.0	1.1	1.1	FPC	36-0414	14		C130H
TAIL DUTY TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 1.5 JUN 14 88-4403 FPC 2.0 2.0 0.0 0.0 0.0 4.0 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.5 JUL 14 87-9284 FPC 0.7 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	D 1 1 0		0.0			0.0	ш	1.4	0.0	0.0	0.0	0.0	1.4	FPC	36-0418	14		C130H
TAIL DUTY TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 1.5 JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	7 1 0		21			0.0	ω	2.5	0.0	0.0	0.0	1.3	1.2	FPC	36-0410	14		C130H
TAIL DUTY TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 2.0 2.0 0.0 0.0 0.0 4.0 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	7 7 7		2.4	Э i		0	w	2.7	0.0	0.0	0.0	1.4	1.3	FPC	36-0410	14		C130H
TAIL DUTY TAIL DUTY INVESTIGATE INSTITUTE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB C/S SIM CMB C/S SRT NITE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE NUMB POSN PRI ACFT OPLOC: TMKH CMB C/S SRT NITE NUMB POSN PRI ACFT OPLOC: TMKH CMB C/S SRT NITE NUMB POSN PRI AIRCRAFT: ORADE: 1LT PRI CREW POS: P PRI AIRCRAFT: ORADE: 1LT PRI CREW CMB C/S SIM NVG RES N/S INS NVG RES N/S JUN 14 88-4403 FPC 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			9 1	•		0.0	ω	2.7	0.0	0.0	0.0	1.4	1.3	FPC	36-0414	14		C130H
TAIL DUTY TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.5 1 5 JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 5 JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	1 2 1 5		1.2	0		0.0	. J	1.2	0.0		0.0	0.2	1.0	FPC	37-9284	14		C130H
TAIL DUTY TOTAL SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.5 1 5 JUN 14 88-4403 FPC 1.0 1.0 0.0 0.0 0.4 2.4 1 0.0 0 0.0 0.0 0.0 0.5 0.3 0.0 1 5 JUN 14 86-0410 FPC 2.0 2.0 0.0 0.0 0.0 0.0 4.0 1 0.0 0 0.0 0.0 0.0 0.5 0.3 0.0 1 5	000		0.0	0		0.0	_	0.9	0.0		0.0	0.2	0.7	FPC	37-9284	14		C130H
SSAN: GRADE: 1LT PRI CREW POS: P PRI AIRCRAFT: WING: 0440ALFWG UNIT: 0005ALSSQ ACFT OPLOC: TMKH TAIL DUTY TOTAL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.7 1 0.0 0 0.0 0.0 0.0 0.0 0.0 1.5 1 5 1 0.0 0 0.0 0.0 0.0 0.0 0.0 1.5 1 5 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 1 5		0.0			0.0	1	4.6	0.0		0.0	2.0	2.0	FPC	36-0410	14		C130H
SSAN: GRADE: 1LT PRI CREW POS: P PRI AIRCRAFT: WING: 0440ALFWG UNIT: 0005ALSSQ ACFT OPLOC: TMKH TAIL DUTY TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S JUN 14 88-4403 FPC 1.3 0.4 0.0 0.0 0.0 1.7 1 0.0 0 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 0.0 1.5 1 0.0 0 0.0 0.0 1.5 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 0.0 0.0 1.5 1 S JUN 14 88-4403 FPC 1.1 0.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	D 1.		0.0			0.0	1	2.4	0.4	0.0	0.0	1.0	1.0	FPC	38-4403	14		C130H
WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY TE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S	15 10		1.5	.0		0.0	<u> </u>	<u></u>	0.0	0.0	0.0	0.4	1.1	FPC	38-4403	14		C130H
WING: 0440ALFWG UNIT: 0005ALSSQ ACFT OPLOC: TMKH TAIL DUTY TOTAL PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S	0.0 1 5	0.0	0.0		0	0.0	7 1	1.7	0.0	0.0	0.0	0.4	1.3	FPC	38-4403	14		C130H
WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH	NVG RES N/S	INS						TOTAL	OTH	EVAL	TSNI	SEC	PRI	POSN	NUMB		DATE	MDS
	PRI AIRCRAFT: C130	••	REW PO	PRI C	11.7			: TMK	OPLOC	SSAN	90	95ALS	IT: 00		0440ALFW	WING:	£	NAME: MCP
								MOTIVE	5)	
TNOITEY							7	VOLITRY	_									

PAGE 5	PA	AFR																				
S 20141006	щ	0.0	0.0	0.0	0.0	0	0.0	0	0.0	2	1.1	0	0.0	Ġ	i.	c			00			
5 2014100	1	0.0	0.0	0.0	0.0	0	0.0	0	0.0) <u> -</u>	0.0	0.0	· ·	0 0		0 0	24	500	88-4405			
S 20141006	ш	0.0	0.0	0.0	0.0	0	0.0	0	0.0	0	2.4	0 0	· ·		N N	D F	D . L . C	EDC	88-4405		30 SEP	
5 20141006	1	0.0	0.0	0.5	0.0	0	0.0	0	0.0) <u> </u>	. i	0 0				٠.		500	88-4405			
5 20140924	ب	0.0	0.0	0.3	0.6	0	0.0	0	0.0	-	1.0	0 0			4 0	D 0		E D C	88-4405			
S 20140922	_	0.0	0.0	0.0	0.0	0	0.0	0	0.0		0.0	0 0			D 0	D (D (EPC	86-0411			
5 20140922	1	0.0	0.3	1.0	0.0	0	0.0	0 0	0.0	ـر د	0.0	0 0			o c	<i>u u</i>		EPC	88-4402		20 SEP	
S 20140917	1	0.0	0.0	3.0	0.0	0	0.0	0	0.0	4 1	0.4	0 0) i			EPC -	88-4402			
5 20140918	1	0.0	0.0	0.5	0.0	0	0.0	0	0.0	ij	7.5	00	0.0	0.0	υà	 		בסר דיייי	86-0410	14	16 SEP	C130H
5 20140917	ш,	0.0	0.2	0.2	0.5	0	0.0	0	0.0	w	3.9	0.0			0	1 /		797	0110	14		
5 20140917		0.0	0.0	0.0	0.0	0	0.0	0	0.0	ш	1.2	0.0			6	0		FP(86-0410	14	13 SEP	
70140917	٠,	0 0	0 0	0.0	0.0	0	0.0	0	0.0	_	1.0	0.0			Ġ	0		FPC	86-0410	14		
20140017	ـر د	0 0	0.0	0.0	0.0	0	0.0	0	0.0	_	0.4	0.0			2		0	FPC	86-0410	14	11 SEP	
5 20140917	-	0 0	D !	0 0	9 0	9	0.0	0	0.0	_	1.2	0.0			6		0	FP	86-0410	14	10 SEP	
	33	0 0	J 0	o .	o .	D	0.0	0	0.0	N.	4.3	0.0			.2	.1 2	N	FPC	86-0410	14	09 SEP	
	٦ ـ	0 0	0.0	0 0	D (9 (0 0	0	0.0	4	3.6	0.0	0.0					FPC	86-0410	14	04 SEP	
33	ـــ د	0 0	0 0	D +	0 0	D (o .	9	0.0	w i	2.7	0.0	.0				1	FPC	88-4402	14	03 SEP	C130H
1		0 -	0 0	100	D :	o c	0 0	o (0	o 1	3.7	0.0	0					FPC	88-4401	14		
5 20140829	· -		0 0	0 0	- c	o c	o .	o 0	9 0	- 1	1.0	0.0				0.5 0		FPC	86-0410	14		C130H
5 20140828	٠,		0 0	0 0	0 0	D C	0 0	o (9	v	2.1	0.0	0.0					FPC	86-0410	14	28 AUG	C130H
5 20140828	_ر د	0.0	0 0	0.0) (D (0 0	o 0	0.0	2	2.0	0.0		.0	.0			FPC	87-9284	14		
5 20140827	-	0 -	0.0	0 0	0 1	D C	0 0	9 (0 0	- 1	1.7	0.0			œ	0.9 0		FPC	87-9284	14	27 AUG	C130H
		0.0	00	0 0	0.0	D (0 0	5 0	0 0	V 1	1.9	0.0	0.0	.0	.0		9 :00	FPC	87-9284	14	27 AUG	C130H
	44	0.0	00	0 0	D .	D C	9 0	D	0.0	ر نے	1.0	0.0	0.0	0.0	00	0.2 0	0	FPC	87-9284	14	26 AUG	C130H
	, ,	0 0	0.0	0 0		D (Ð (0	_	3.1		0.0	0.0		.0	_	FPC	86-0418	14	25 AUG	C130H
		0	9	Ð	0 7	Ð	0	0	0.0	-	ω. 0	0.0	0.0	0.0	.5	5	Ć 1	FPC	88-4404	14	21 AUG	C130H
N/S UPDATED	RES	NVG	INS	INS	NITE	SRT	C/S	SRT	CMB	SRT	TOTAL	HTO	EVAL	TRNI	SEC I	PRI		POSN	NUMB		DATE	MDS
7			MIS			C/S		CMB										DUTY	TAIL			
PRI AIRCRAFT: C130H	RCRAF	RI AI		S: P	PRI CREW POS	a S		: 117	GRADE:		TMKH	SSAN: ACFT OPLOC:	SSAN: ACFT		ALSS	UNIT: 0095ALSSQ	UNIT:	-WG	WING: 0440ALFWG	VING:		NAME: MCP
											INQUIRY	IN										

CE C	-	Tan A																			
	DAGE	AFR																			
5 20141119	2	0.0	0.0	1.2	2.0	0	0.0	0	0.0	H	2.7	0.0	Ċ	Ċ	Ü	4	-	1174	00-44		
	2	0.0	0.0	0.0	0.0	0	0.0	0	0.0	بر	2.5	0.0	0.0	0.0			5 6		2044-00	77	TO NOV
5 20141117	မ္သ	0.0	0.0	0.0	0.0	0	0.0	0	0.0	P	3.1	0.0			1.0	1.0			99 1102	17	
5 20141114	_	0.0	0.0	0.9	1.4	0	0.0	0	0.0	р	1.8	0.0							07 070	1 1	
5 20141114	_	0.0	0.0	0.0	0.0	0	0.0	0	0.0	Р	1.4	0.0	0.0				ľ		20074	1 1	
5 20141114	—	0.0	0.0	0.0	0.0	0	0.0	0	0.0		1.3	0.0	0.0		0.0				00 4405	1 4	
5 20141114	ъ,	0.0	0.0	0.0	0.0	0	0.0	0	0.0	-	2.2	0.0	0.0	0.0					00 4405	17	NOW DO
5 20141110	— ,	0.0	0.0	0.0		0	0.0	0		ω	6.4	0.0			3.2				00 4405	14	
5 20141106	٠,	1.4	0.0	0.0	N		0.0	0	0.0	2	2.2	0.0							00-4401	14	
5 20141105	٠,	1.1	0.0	0.0			0.0	0	0.0	2	1.1	0.0				0.5	TPQ 0		80-0410	14	NON CO
5 20141105	٠,		0.0	0.0		0	0.0	0	0.0	2	1.6	0.0			00				86-0410	14	
5 20141103	.,	9 0	0 0	0		0	0.0	0	0.0	2	9.6	0.0			2				87-9284	14	
	٠, ر	9 .	9 6	0		0	0.0	0	0.0	ω	10.0	0.0			S				87-9284	14	
	2 0	0 7	9	0.0		0	0.0	0	0.0	ч	1.0	0.0			U			. 4.	87-9284	14	
	٠ ۲	1 0	0.0	0.0		0	0.0	0	0.0	μ	1.9	0.0			9				87-9284	14	
07014107	- 1	0 0	0 0	0 !	0.0	0	0.0	0	0.0	1	1.2	0.0			2				88-4404		
	J +	9 6	0.0	2.4	2.4	0	0.0	0	0.0	N	5.0	0.0	0.0		6				86-0411		
5 20141017		0.0	٠. د د	0.0	1.0	0	0.0	0	0.0	H	2.5	0.0	0.0		w	.2			88-4403		
CT0141015	بر د	9 0	0.0	1.0	4.2	0	0.0	0	0.0	2	6.9	0.0	0.0		Ġ		FPC		88-4401		
01014107	ـ ـ	0 0	0 0	1.0	2.0	0	0.0		0.0	N	7.0	0.0	0.0		is	Ü			88-4401		
n u	ے ر	D 0	0 1	0	0.0	0	0.0		0.0	2	1.5	0.0	0.0			Ġ			88-4404		
0	N H	D !	0	0	1.0	0	0.0	0	0.0	ц	1.2	0.0	0.0		0.2	1.0	-PC		86-0411		
n c	٠,	0 0	9	0.0	2.0	0	0.0	0	0.0	ω	3.1	0.0	0.0	0.0			FPC .		88-4404		
5 20141000	بر تــ	9 (0	1.3	0.0	0	0.0	0	0.0	Ц	1.3	0.0	0.0	0.0	0.0		LPC.		88-4405		
חנ	4		0.0	0.0	1.5	0		0	0.0	ω	1.5	0.0	0.0		0.7	0.8			88-4405	9,5	
n		D	⊙ ⊙	9	0.0	0	0.0	0	0.0	4	1.9	0.0	0.0	0.0	0.9	.0			88-4405		02 OCT
N/S	RES	NVG	INS	SNI	NITE	SRT	5/2	SRT	CMB	SRI	TOTAL	0	EVAL	ICNIT	SEC	177			9		
			MIS			5/2		CMB				3				DBT	DUTY		TAIL		DATE
3	RCRAI	PRI AIRCRAFT: C130H	70	ο; •	CREW POS		PRI	: 15	GRADE:		: TMKH	SSAN: ACFT OPLOC: TMKH	SSAN:	Ö	5ALSS	UNIT: 0095ALSSQ	TINU	ALFWG	WING: 0440ALFWG	VING:	NAME: MCP CMD: AFR
											INQUIRY	I,									

1 CERTIFY		MDS SUMMARY AIRCRAFT: SIMULATOR: RPA:	C130H C130H C130H C130H C130H	MDS	NAME: MCP	
CERTIFY THAT I HAVE DEVIENED MY TERR AND IT IS COMPLETE AND ACCURATE		VRY PRI 252.8 %: 4.5 0.0	17 NOV 14 17 NOV 14 18 NOV 14 20 NOV 14 21 NOV 14	DATE		
		SEC 148.9 4.5 0.0	88-4402 88-4403 88-4401 88-4402 88-4403	NUMB	WING: 0440ALFWG	
AV TED		INST 0.0 0.0 0.0	FPQ FPQ FPQ	DUTY		
		EVAL 0.0 0.0	1.4 0.8 0.7 2.1	PRI	UNIT: 0095ALSSQ	
			1.3 0.7 0.0 2.2	SEC	95ALSS	
		0TH 28.3 0.0 0.0	00000	TRNI	ö	The second secon
		T0 43	00000	EVAL	SSAN	
		TOTAL 430.0 9.0 0.0	0.0 0.0 0.0	HTO	OPLOC	
		SRT 250 6	2.7 3.1 4.3	TOTAL	INQUIRY SSAN: ACFT OPLOC: TMKH	
		0.0 0.0 0.0	11211	SRT		
			00000	CMB	GRADE:	
		CMB SRT 0 N/A	00000	CMB SRT	Ħ	
		C/S 0.0 N/A	00000	C/S	PR	
		0 × 0 ×	00000	C/S SRT	I CRI	
		C/S SRT 9 N/A 0	2.7 1.5 2.7 0.0	NITE	PRI CREW POS: P	
		NITE 92.9 0.0	0.0 0.0 0.0	SNI	7	
			00000	SIM	ס	
	AFR	INS 52.2 0.0	0.00	NVG	RI AI	
	PAGE	SIM INS 14.4 4.5 0.0	2 S 3 S 3 S	RES N/S	PRI AIRCRAFT: C130H	T CIV OA
	7	NVG 49.7 0.0	20141118 20141118 20141119 20141121 20141121	DATE UPDATED	C130H	PLN SAUSD-F/0

G1.5.5. INDIVIDUAL TRAINING SUMMARY

		AA	: AA	AA	AA	AA	AA	AA	A	AA	AA	A	AA	AA	AA	AA	A	A	AA	AA	A	A	A	AA	AA	PGM	NAME		PREF
		MPD BASIC FIL C	MPD BASIC FIL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	MPD AIRLAND FTL C	AIRDROP SKE C	QUALIFICATION PROFILE	NAME: MCP PHYSICAL DUE DATE: 13 JAN 15		PREPARED 17 DEC 2014 14:36
		NDB/VOR	NON-PRECISION	PRECISION	INST APPROACHES	LEFT SEAT T/0	RIGHT SEAT T/0	TAKE-OFF	NVG INSTR APP	NVG LANDING	NVG TAKEOFF	PROF SORTIE	PEN/ RAPID DESC	LOW ATL TAC DEP	HI ALT TAC DEP	LOW/ALT TAC ARR	HI/ALT TAC ARR	NVG ASLT T/O	NVG ASLT LNDNG	RADAR THREAT	IR THREAT EVENT	OPTICAL THREAT	ASSAULT LANDING	ASSAULT TAKE-OFF	SKE AIRDROP	TASK NAME	15		6
																											GRADE: 1LT SSAN: PHYSIOLOGICAL DUE DATE: 31 JUL 16		¥
		P116	P110	P100	P070	P029	P028	P020	NV80	NV48	NV47	M010A	RS46	RS36	RS26	RS16	RS06	NV50	NV49	FE29	FE19	FE09	AS11	AS09	AD07	TASK ID	T DUE	CURRE	NDIVID
PAGE 1		1	6	6	12	ω	w	12	2	2	2	2	1	ω	1	ω	1	2	2	2	2	2	4	4	ω	VOL/DUR REQ	AN: DATE: 31	CURRENT TRAINING PERIOD	INDIVIDUAL TRAINING SUMMARY
		w	16	17	33	14	43	61	4	9	Uī	2	7	60	13	55	18	18	15	10	9	10	34	33	12	VOL/DUR ACCOMP	שור 16	IG PERI	ING SUM
		0	0	0	0	0	0	0	0	0	0	0	Θ	0	0	0	0	0	0	0	0	0	0	0	0	REM &		8	MARY
		10 OCT 14	16 NOV 14	21 NOV 14	21 NOV 14	21 NOV 14	15 NOV 14	21 NOV 14	27 OCT 14	18 NOV 14	27 OCT 14	23 SEP 14	20 AUG 14	20 NOV 14	27 OCT 14	18 NOV 14	15 NOV 14	04 NOV 14	04 NOV 14	17 NOV 14	17 NOV 14	17 NOV 14	15 NOV 14	14 NOV 14	15 NOV 14	DATE LAST ACCOMP	CREW POSIT		
																										DATE IN PHASE	CREW POSITION: FPQ C RECORDS REVIEW DUE DATE:		AS OF 17 DEC 2014
	+				31 DEC 14	31 MAR 15		31 DEC 14		31 MAR 15																DATE DUE	UNIT: 0095ALSSQ ATE: 30 JUN 15		EC 2014
	AFR																									OVR DUE	NIT: 6		PCN
	PAGE 1																									ACC IN)095AL		PCN SA036-T10
	1	H	Z	Z	Н	н	H	н ;	2	H +	4 :	2 :	z	2 :	2 :	2 :	2	z	2 2	2 2	2 :	z :	2 :	2)	•	REST	_SSQ		36-11
																										WVD			0

		AA			AA	A		. AA	AA	AA	AA	A	AA	AA	AA	AA	A	AA	AA	AA	AA	AA	AA	AA	A	PGM	NAME		PREP
		NEO NON FIL C	MPD MSN FIL C	MPD MSN FIL C	MPD MSN FIL C	NON	MSM	MPD MSN FIL C	MPD MSN FTL C	MPD MSN FTL C	MPD MSN FTL C	FIL	MPD MSN FTL C	MPD MSN FTL C		MPD MSN FTL C	MPD MSN FTL C	MPD MSN FTL C	MPD MSN FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	MPD BASIC FTL C	QUALIFICATION PROFILE	NAME: MCP PHYSICAL DUE DATE: 13 JAN 15		PREPARED 17 DEC 2014 14:36
		VLL DAY EVENT	SKE LEAD EVENT	SKE FORM EVENT	SKE/IMC EVENT	SECURE VOICE	HAVE QUICK	NVG AIRDROP	VLL NVG FORM	VLL NVG EVENT	SKE RECOVERY	SKE DEPARTURE	FORM VISUAL REC	FORM VISUAL DEP	MED/HI OR JPADS A/D	VISUAL AIRDROP	PERSONNEL A/D	CDS ACTUAL	EQUIP ACTUAL	ACDTQT	LEFT SEAT LNDG	RIGHT SEAT LNDG	UNAID NIGHTLAND	LANDING	CIRCLING	TASK NAME	15		51
															A/D												GRADE: 1LT SSAN: PHYSIOLOGICAL DUE DATE: 31 JUL 16		
		VL01	SK17	SK07	SK00	P270	P260	8LAN	NV08	NVOO	FR36	FR26	FR16	FR06	AD09	AD06	AD05	AD04	AD03	P280	P199	P198	P192	P190	P130	TASK ID	SSAN: CAL DUE DAT	CURREN	INDIVIDU
PAGE 2		2	P	Uī	4	2	2	2	2	w	ω	ω	ω	ω	1	ω	2	2	2	0	ω	ω	2	12	2	VOL/DUR REQ	AN: DATE: 31	CURRENT TRAINING PERIOD	INDIVIDUAL TRAINING SUMMARY
		27	11	10	14	ω	ω	50	9	11	co	10	20	24	28	156	159	6	7	0	14	43	13	73	G.	VOL/DUR ACCOMP	JUL 16	NG PERIC	IING SUMM
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	REM		ŏ	1ARY
		18 NOV 14	15 NOV 14	17 NOV 14	17 NOV 14	16 OCT 14	25 AUG 14	17 NOV 14	05 NOV 14	05 NOV 14	17 NOV 14	17 NOV 14	18 NOV 14	20 NOV 14	14 SEP 14	18 NOV 14	05 NOV 14	17 NOV 14	18 NOV 14	16 APR 14	21 NOV 14	15 NOV 14	16 NOV 14	21 NOV 14	21 NOV 14	DATE LAST ACCOMP	CREW POSIT		
																										DATE IN PHASE	CREW POSITION: FPQ C UNIT: 0095ALSSQ RECORDS REVIEW DUE DATE: 30 JUN 15		AS OF 17 DEC 2014
	Α																			31 DEC 15	31 MAR 15	31 MAR 15	31 MAR 15	31 DEC 14		DATE DUE	VIE: 30 JUN		EC 2014
	AFR PAGE 2																									ACC OVR IN DUE PHS	VIT: 0095AI		PCN SA036-T10
	2	Z	H	H	н	Z	Z	z	Z	н :	2	2 :	2	Z	н :	2	2	2	2 :	2 }		4 :	2 :	2 ;	z	REST CODE	LSSQ		36-T1
																										WVD			0

				PAGE 3					
31 OCT 15	13 OCT 13		0	0	G281		SABC	C130 GRND TRNG ALL	G
31 OCT 15	09 OCT 13		0	0	6280		9MM SML ARM	C130 GRND TRNG ALL	2
	30 MAY 13		0	0	6231		INITIAL CRM	C130 GRND TRNG ALL	F
	18 JUL 13		0	0	G183A		MASK FIT TEST		F
30 APR 15	10 OCT 14		'n	0	G120		ISOPREP REV	GRND	GT
31 A	07 AUG 13		0	0	6100		LOAC	C130 GRND TRNG ALL	GT
31 D	30 MAY 13		0	0	6090		ANTI-HIJACK-MR	GRND	F
31 DEC 15	13 JAN 14		ŭ	0	G070		INTEL TRNG-MR	C130 GRND TRNG ALL	GT
31 DEC	13 JAN 14		Þ	0	6060		TACTICS-MR	GRND TRNG	্ব
			0	0	G055		ENAF AD ONLY	C130 GRND TRNG ALL	GT
31 MAR 16	07 MAR 14		2	0	6010		CBRNE HANDS ON	C130 GRND TRNG ALL	ध
	30 MAY 13		0	0	G002		MARSHALL TRG -G	C130 GRND TRNG ALL	GT
	24 SEP 13		0	0	G001		UNIT INDOC-MR	GRND TRNG	GT
26 JUN 15	26 JUN 14		н	0	E114		FORCE PROTECT	C130 GRND TRNG ALL	GT
26 JUN 15	26 JUN 14		1	0	E113		HUMAN RELATIONS	C130 GRND TRNG ALL	F
21 JUL 15	21 JUL 14		1	0	E112		INFO PROTECTION	C130 GRND TRNG ALL	GT
11 JAN 15	11 JAN 14		1	0	E100		DOD CYBER AC	C130 GRND TRNG ALL	GT
06 AUG 18	06 AUG 13		0	0	E030		PASSPORT	C130 GRND TRNG ALL	GT
30 SEP 14	06 MAR 14		н	0	C040		MOB FLDR REV	C130 GRND TRNG ALL	GT
	14 MAR 14		р	0	0572		DZS0	C130 DZS0	GT
	08 SEP 14		Н	0	XDGT		ACFT DEMO GT	C130 AIRCRFT DEMO GT	GT
31 DEC 15	15 NOV 14		ω	0	VL30		HI/LW ATL TRANS	MPD MSN FTL C	A
	18 NOV 14	0	12	1	VL21		VLL FORM LEAD	MPD MSN FTL C	AA
	18 NOV 14	0	15	-	VL11		VLL FORM DAY	MPD MSN FTL C	A
DATE IN PHASE DATE DUE	DATE LAST ACCOMP	REM	VOL/DUR ACCOMP	VOL/DUR REQ	TASK ID		TASK NAME	QUALIFICATION PROFILE	CO PGM
ON: FPQ C TEW DUE DATE: 30 JUN 15	CREW POSITION: FPQ RECORDS REVIEW DUE		JUL 16	N: DATE: 31	GRADE: 1LT SSAN: PHYSIOLOGICAL DUE DATE: 31 JUL 16	GRADE: 1 PHYSIOLO	15	NAME: MCP PHYSICAL DUE DATE: 13 JAN 15	AME
		0	G PERIO	CURRENT TRAINING PERIOD	CURREN				
AS OF 17 DEC 2014		ARY	ING SUMM	INDIVIDUAL TRAINING SUMMARY	INDIVIDU		01	PREPARED 17 DEC 2014 14:36	쮸

PREPARED 17 DEC 2014 14:36		=	NDIVIDU	AL TRAINI	INDIVIDUAL TRAINING SUMMARY	2		AS OF 17 DE	DEC 2014	PCN SA036-T10	36-T1
			CURREN	CURRENT TRAINING PERIOD	G PERIOD						
NAME: MCP PHYSICAL DUE DATE: 13 JAN 15	15	GRADE: 1LT SSAN: PHYSIOLOGICAL DUE DATE: 31 JUL 16	SSAN:	N: DATE: 31	JUL 16	공유	CREW POSITION: FPQ RECORDS REVIEW DUE	00	UNIT: 0095ALSSQ	IT: 0095AI	.550
										200	
CD QUALIFICATION PROFILE	TASK NAME		TASK	VOL/DUR REQ	VOL/DUR ACCOMP R	REM [DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR IN	REST WYN
GT C130 GRND TRNG ALL	USE OF FORCE		G283	0	0	0	07 AUG 13		31 DEC 14		
GT C130 GRND TRNG ALL	EX ORD RECON		G284	O	0	ν.	29 JUL 13		20 1111 15		2
GT C130 GRND TRNG ALL	DENTAL EXAM		H020	0	ш,	,	22 SED 14		30 CED 15		2
GT C130 GRND TRNG ALL	LS FAM TRNG -G		LL01	0	0		16 3111 13		SO SEP 13		2
GT C130 GRND TRNG ALL	EGRESS C130-GND		LL03	0	0		16 1111 13		מר מפת וכ		Z
GT C130 GRND TRNG ALL	AIRCREW CW		LL04	0	0		16 JUL 13		31 DEC 16		Z
GT C130 GRND TRNG ALL	EGRES W/ACDE		LL05	0	0	.	16 JUL 13		21 010		. 2
GT C130 GRND TRNG ALL	A. L/S EQUIP-MR		LL06	0	0	ų	16 JUL 13		31 DEC 16		2 2
GT C130 GRND TRNG ALL	AFE FIT CHECK-GND	0	LL07	0	-	0	02 SEP 14		30 SEP 17		2 2
GT C130 GRND TRNG ALL	THEAT INDOC		M060	0	μ.	ц	13 JAN 14				2 2
GT C130 GRND TRNG ALL	INT NVG TRNG		TOAN	0	0	w	30 MAY 13				2 2
GT C130 GRND TRNG ALL	NVG GRND REF-MR		NV03	0	μ.	H	13 JAN 14		31 JAN 16		2 2
GT C130 GRND TRNG ALL	PUBS CHECK		0090	0	ω	0	02 SEP 14		30 SEP 15		2
GT C130 GRND TRNG ALL	FEF REVIEW		0170	0	۳	11	16 JUL 14		31 JUL 15		2 2
GT C130 GRND TRNG ALL	LOCAL SURV -G		1055	0	0	16	16 JUL 13				2 :
GT C130 GRND TRNG ALL	CBT SERE TNG-MR		5502	0	0	w	31 MAY 13		31 MAY 16		2 2
GT C130 GRND TRNG ALL	CNDCT CPTR		SS03	0	0	w	31 MAY 13		31 MAY 16		2 :
GRND	WATER SURV -MR		SS05	0	0	96	06 SEP 12		30 SEP 15		2 :
C130 GRND	ERCHUTE TRNG-MR		5506	0	0	<u>u</u>	31 MAY 13		31 MAY 16		Z
C130 GRND IRNG	CONT SERE INDOC		5507	0	0	3)	31 MAY 13				Z
GT C130 GRND TRNG ALL	INT CMBT SURV		5520	0	0	ω.	31 MAY 13				2
GT C130 GRND TRNG ALL	INT WATER SURV		5531	0	0	96	06 SEP 12				2 :
GT C130 GRND TRNG ALL	VTRAT INITIAL		VT01	0	0	30	30 MAY 13				2 2
GT C130 GRND TRNG ALL	VTRAT REF		VT03	0	2	14	14 APR 14		31 DEC 15		z
									AFR	R PAGE 4	
				PAGE 4							

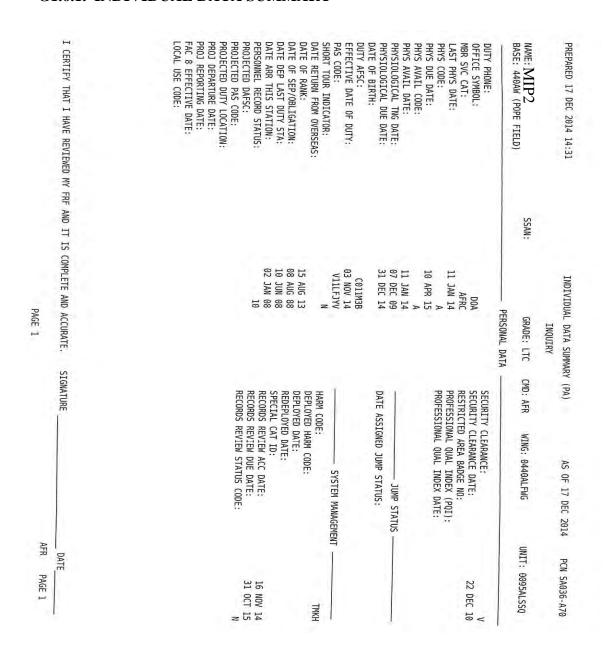
PREPARED 17 DEC 2014 14:36		INDIVIDI	INDIVIDUAL TRAINING SUMMARY	ING SUMM	RY		AS OF 17 DEC 20	C 2014	PCN	PCN SARRA-TIR	۲- <u>۶</u> ۲
		CURRE	CURRENT TRAINING PERIOD	NG PERIO	_						
NAME: MCP PHYSICAL DUE DATE: 13 JAN 15	15	GRADE: 1LT SSAN: PHYSIOLOGICAL DUE DATE: 31 JUL 16	AN: DATE: 31	טער 16		CREW POSIT	CREW POSITION: FPQ C RECORDS REVIEW DUE DATE:	UNIT: 0095ALSSQ TE: 30 JUN 15	T: 0	095	A
PGM CD QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	REM	DATE LAST	DATE IN PHASE	DATE DUE	OVR	ACC IN	REST
GT C130 GRND TRNG ALL	GO NO GO	XGNG	0	O							
GT C130 GRND TRNG ALL	SEMIS -MR	XSEMI	0	2		01 JUL 14		31 DEC 14			
GT C130 LCLA	C130 LCLA	0517	0	1		21 JAN 14					
GT C130 MPD GROUND	QUAL/INST CK-MR	AA21	0	P		05 JUN 14	31 MAY 15	30 NOV 15		VEC	
T C130 MPD GROUND	COMM-MR	G080	0	L .		13 JAN 14		13 JAN 15		Ū	
T C130 MPD GROUND	IRC COURSE -MR	G130	0	ш		15 JAN 14	31 DFC 14	31 MAR 15		VI.	
T C130 MPD GROUND	CRM REFRESH -MR	6230	o	- ,		16 APP 14	14 000	21 250 15		C	
T C130 MPD GROUND	SIM REFRESH -MR	6250	9	. ,		TO APP 14		31 DEC 12			
T C130 MPD GROUND	WX AVOID	6310	D	5 F		18 CFR 17		31 DEC 15			
T C130 MPD GROUND	MISSION EVAL-MR	0003	o 1			00 CED 14	31 7110 15	20			
GT C130 MPD GROUND	NVG A/D CERT	0547	0	0		30 MAY 13	2000	70 LD TO		Ü	
GT C130 MPD GROUND	NVG A/L CERT	0548	0	0		30 MAY 13					
GT C130 MPD GROUND	NVG ASLT CERT	0549	0	0		30 MAY 13					
GT C130 MPD GROUND	GRACC PHASE I	V280	0	ш		28 OCT 14					
GT C130 MPD GROUND	GRACC PHASE II	V281	0	0		Service of					
GT C130 MPD GROUND	GRACC TACC TOUR	V282	0	0							
GT C130 MPD GROUND	AIR CARD TRAINING		0	0							
GT C130 OPS SUP	OPS SUP	XOPS	0	0		30 JUN 14		31 DEC 14			
GT JPADS CERT	JPADS/ICDS CERT	0502	0	0		30 MAY 13					
								AFR		PAGE 5	

G1.5.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
1LT	MCP	C-130H	0	47.9	93.9	150.1

G1.6. MIP2

G1.6.1. INDIVIDUAL DATA SUMMARY



G1.6.2. INDIVIDUAL FLYING HISTORY REPORT

1	120	4	TO	-	t	3.	400	TOTAL CONTENT	
	G			4 (י ני	22	488	TOTAL SORTIES	
	10	.	Ð	•	0	0	41	CMBT SUPPORT SORTIES	
	37	0	0	0	0	0	14	COMBAI SORITES	
⊙ (0.0	0.0	0.0	0.0	0.0	0.0	135.7	CMB1 SUPPORT TIME	
Θ.	474.2		0.0	0.0	0.0	0.0	53.8	CUMBAL IIME	
0.	9.3		0.0	0.0	0.0	0 0	1/3./	COMPAT TIME	
0.	12.1	0.0	0.0	0 0	0.0) i	175.7	NVC TIME	
0.	106.0		0 0		0 0	- · ·	42.2	PRIMARY SIM INST	
0.	100.0		9 0		9	ω. •	137.1	PRIMARY INST	
0 0	155.5		0.0	0.0	0.0	0.0	284.6	NIGHT	
D (153 4		0.0		0.0	0.0	91.6	OTHER TIME	
9	0.0		0.0	0.0	0.0	0.0	23.2	EVALUATUR TIME	
0	0.0		0.0	0.0	1.3	13.5	283.8	INSTRUCTOR TIME	
11.	473.1	0.0	0.0	0.0	0.0	12.0	7.687	THETRUCTOR TIME	
12.	480.6	0.0	13.0	1.0	13.0	10.0) OF .	CECONDARY TIME	
24.	1.707.1	0.2	10.0	, ,	7 6	ח ו	301 0	PRIMARY TIME	
ZO APR	+0 MAC 00			3	16.9	42.0	1079.7	TOTAL TIME	
26 ADD 6	DA JAN DA	26 MAY 05			09 JUN 05	07 MAY 14	03 NOV 14	DATE, LAST FLOWN	
16 EEB 6	25 APR 01	MAY	02 NOV 05	23 NOV 05	16 MAR 04	80 JUL 68	21 APR 08	DATE FIRST FLOWN	
MC	MCAN	¥	Ŧ	IP	IP	IP A		FLI DIY CERI CODE	
SB052H((B052H(S)	F016D(S)	S2F188(Q)	S2B48(Q)	F37AT50(Q)	SMC130H(Q)	C130H(S)	AIRCRAFT MDS	
								AIRCRAFT TOTALS	
: 03 DEC 11 D)	ASC DATE (POPE FIELD	AC: 3 OFDA: 178 ASC: 2A ASC DATE: 03 UNIT: 0095ALSSQ BASE: 440AW (POPE FIELD)	FAC: 3 OF UNIT: 0095AL	GRADE: LTC API: 6 PRI ACFT: C130H		SSAN: PRI CRW POS: P	40ALFW	NAME: MIP2 CMD: AFR WING: 0440ALFW	
				INQUIRY					
PCN SA036-F40	2014 PC	AS OF 17 DEC 2	PA)	FLYING HISTORY REPORT (PA)	FLYING H		014 14:31	PREPARED 17 DEC 2014 14:31	
								The second secon	

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GE T

	14	03 NOV	DATE LAST FLOWN	526	31	568	IUIAL SURITES	
	01	25 APR 01	DATE FIRST FLOWN	0	0	. 0	CMBI SUPPORT SURILES	
	.0	185.0	NVG TIME	0	0	0 0	COMBAL SORILES	
	41	S	COMBAT SUP SORTIES	0.0	0.0	0.0	CMBI SUPPORT IME	
	46		COMBAT SORTIES	0.0	0.0	0.0	CUMBAI IIME	
	1706	17	TOTAL SORTIES	0.0	0.0	0.0	NVG I IME	
	.7	135.7	COMBAT SUPT TIME	0.3	0.0	ω. 	PRIMARY SIM INST	
	.0	528	COMBAT TIME	23.3	0.0	49.4	PRIMARY INST	
	0.0	0	CIVILIAN TIME	47.0	0.0	18.9	NIGHT	
	0.0	0	FOREIGN MIL TIME	1.5	0.0	0.0	OTHER TIME	
	0.0	0	OTHER US MIL TIME	0.0	0.0	0.0	EVALUATOR TIME	
	3.0	218.0	STUDENT TIME	632.3	0.0	570.3	INSTRUCTOR TIME	
	.3	3692	TOTAL TIME	0.0	32.5	0.0	SECONDARY TIME	
	1.7	252.7	OTHER TIME	110.3	38.7	184.9	PRIMARY TIME	
	3.2	23.2	EVALUATOR TIME	744.1	71.2	755.2	TOTAL TIME	
	. 4	1486	INSTRUCTOR TIME	30 OCT 07	02 SEP 03	10 OCT 05	DATE LAST FLOWN	
	2,3	762.3	SECONDARY TIME	21 SEP 05	28 MAR 01	15 JUN 04	Z	
	7.7	1167.7	PRIMARY TIME	IP	MCAN	IP	m	
	.0T	PILOT	CREW POSITION	T006A(S)	SMW052H(Q)	T037B(S)	AIRCRAFT MDS	
			CAREER TOTALS				AIRCRAFT TOTALS	
ASC: 2A ASC DATE: 03 DEC 11 : 440AW (POPE FIELD)	FAC: 3 OFDA: 178 ASC: 2A UNIT: 0095ALSSQ BASE: 440AW	FAC: 3 UNIT: 00	GRADE: LTC API: 6 PRI ACFT: C130H		SSAN: PRI CRW POS: P	10ALFW	NAME: MIP2 CMD: AFR WING: 0440ALFW	
			INQUIRY					
17 DEC 2014 PCN SA036-F40	AS OF 17 DE	A)	FLYING HISTORY REPORT (PA)	FLYING		014 14:31	PREPARED 17 DEC 2014 14:31	

AGE 2

G1.6.3. INDIVIDUAL FLIGHT DATA REPORT

NAME: MIP2 CREW POSN: EP A DAFSC: C011M3B C130H CREW POSN: EP A DAFSC: C011M3B C130H CREW POSN: EP A DAFSC: C011M3B C130H CREW POSN: EP A CREW POSN: EP A C130H CREW POSN: EP A CREW POSN: EP A CREW POSN: EP A C130H CREW POSN: EP A C130H
A AGE: LST PHYS: I JANK: LTC SSAN: API: 6 FAC: 3 B LST CHMB: 07 DEC 09 MAJCON: AFR FAC: 3 C130H SMC130H F37AT50 S2B48 S2F188 T006A T0378 B FP A TP A TP A TP A TP A TP A TP A TP A
RANK: LTC SSAN: LST PHYS: 11 JAN 14 API: 6 FAC: 3 LST CHMB: 07 DEC 09 MAJCON: AFR (PART-1) (C130H F37AT50 S2B48 S2F188 T006A T0378 B1 TP A IP IP IP IP IP IP IP IP IP IP IP IP IP
PRI RANK: LTC SSAN: API: 6 FAC: 3 HMB: 07 DEC 09 MAJCOM: AFR (PART-1) S2B48 S2F188 T006A T0378 B IP IP IP IP IP IP IP IP IP IP IP IP IP I
LTC SSAN: API: 6 FAC: 3 89 MAJCOM: AFR T0378 BI T-1) S2F188 T006A T0378 BI 10 10 10 17 17 17 17 17 17 17 17 17 17 17 17 17
SSAN: API: 6 API
T0378 BI T0378 BI TP 10 1P 10 184.9 44 579.3 49 6.0 41 0.0 4
C: 3 B 11 44 44 47
PRI ACFT: C130H 3 A5C: 2A B052H SB052H MCAN MCAN MCAN B060 1107:1 24:0 480.6 12:3 480.6 12:3 480.6 0:0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
C130H 2A S8052H MCAN MCAN 11.7 0.0 0.0 0.0 0.0

												TOTAL	NAME CREW DAFS	PREP
	28	18		28	97	17		27	97	17	-		NAME: MIP2 CREW POSN: E DAFSC: COLLY	ARED
	2.5 SEP	0.0		3.2	0.0V	0.0		7 NOV 9.0	7 DEC 0.0	7 DEC 0.0	IRCRAF	FLYING TIME: TOTAL:	NAME:MIP2 CREW POSN: EP A DAFSC: C011M3B	17 DEC
	97 OCT 3.1 27 SEP	17 OCT 0.0	60	27 OCT 1.9	0.0 0.0	16 NOV 0.0	30	26 NOV 9.0	06 DEC 0.0	16 DEC 0.0	T TYPE RE	WE.	AGE:	PREPARED 17 DEC 2014 14:29
0.0	06 OCT 2.4 26 SEP	16 OCT 3.4	DAYS TOT	26 OCT 0.0	05 NOV 0.0	15 NOV 0.0		25 NOV 0.0	05 DEC 0.0	15 DEC 0.0	AIRCRAFT TYPE REQUEST: ALL	3692.3 3910.3		:29
	05 OCT 0.0	15 OCT 1.6	TAL FLYING	25 OCT 0.0	94 NOV 9.9	14 NOV 0.0	DAYS TOTAL FLYING	24 NOV 0.0	04 DEC 0.0	14 DEC 0.0	i-		LST PHYS	¥
0.0	04 OCT 0.0	14 OCT 0.0	60 DAYS TOTAL FLYING TIME: 11.3	24 OCT 0.0	03 NOV 2.8	13 NOV 0.0	TIME: 0.0	23 NOV 0.0	03 DEC 0.0	13 DEC 0.0	(PART-2)	TOTAL PR MDS PRIM	RANK: LTC PHYS: 11 JAN 14 CHMB: 07 DEC 09	INDIVIDUAL FLIGHT DATA
0.0	03 OCT 0.0	13 OCT 0.0	້ພ	23 OCT 0.0	02 NOV 0.0	12 NOV 9.0	.0	22 NOV 0.0	92 DEC 9.0	12 DEC 0.0	r-2)	IMARY/INS ARY/INSTR	; LTC 14 09	FLIGHT DA
2.9	92 OCT 3.6	12 OCT 0.0	DAYS FLOWN: 5	22 OCT 0.0	0.0 0.0	11 NOV 0.0	DAYS FLOWN: 0	21 NOV 9.0	0.0 0.0	11 DEC 0.0	AIRCRAFT	TOTAL PRIMARY/INSTRUCTOR TIME: MDS PRIMARY/INSTRUCTOR TIME:	SSAN: API: 6 MAJCOM: A	
0.0	01 OCT 0.0	11 OCT 0.0	WN: 5	21 OCT 0.0	31 OCT 0.0	10 NOV 0.0	WN: 0	20 NOV 0.0	30 NOV	10 DEC 0.0	AIRCRAFT MDS REQUEST: C130H	EME:	FR	AS OF 17 DEC 2014
0.0	30 SEP 2.0	10 OCT 0.0	ţ.	20 OCT 3.1	30 OCT 0.0	0.0 VOV	ï	19 NOV 9.0	29 NOV 0.0	09 DEC 0.0	EST: C130	2766.3 2654.1	PRI AC	
1.0		09 OCT		19 OCT	29 OCT 0.3	0.0 0.0		18 NOV	28 NOV 9.0	0.0	Ξ		ACFT: C130H ASC: ZA	PCN SA036-F60

90 DAYS TOTAL FLYING TIME: 33.8

DAYS FLOWN: 14

G1.6.4. INDIVIDUAL FLIGHT RECORD REPORT

	200	02 701 14	01 111 14	04 JUN 14	28 MAY 14	27 MAY 14	13 MAY 14	07 MAY 14	06 MAY 14	SMC130H 05 MAY 14 00	09 APR 14	08 APR 14	02 APR 14	26 MAR 14	25 MAR 14	13 MAR 14	10 MAR 14	MAR 14	27 FEB 14	FEB 14	11 FEB 14	03 FEB 14	JAN 14	19 DEC 13	C130H 18 DEC 13 88	C130H 17 DEC 13 88	MDS DATE NU	Ŧ.	CMD: AFR WING: 04
	11						88-4405 IP			00-440Z IF					86-0411 IP	86-0418 IP	88-4402 IP	88-4402 IP	88-4402 IP	86-0411 IP	88-4405 IP	88-4403 IP	86-0414 MP	86-0414 IP	88-4402 E	88-4401 EP	NUMB PI		WING: 0440ALFWG
		0.0						1.5		л о л о											P 0.0			P 0.0	P 0.0	P 0.0	POSN PRI	TV.	UNIT: 0
		0.0	o 0	0 0 0 1	0	0	0.0 0.9		D 0	7 . G		0	w	0		w	2	1.	ω	2		w	0.0 0.	N	0.0 0.	0.0 0.	SEC INST		0095ALSSQ
	0.0		2			0				0.0	7 0.0	.6 0.0			2 0.0	.0 0.0	.8 0.0	9 0.0		5 0.0	.5 0.0	0	.0 0.0	0	.0 2.6	.0 2.2	ST EVAL		SSAN: ACFT
	0.0									0.0										0.0	0.0	0.0	0.0	0.0	0.0	0.0	OTH TO		SSAN: ACFT OPLOC: TMKH
	2		1 .	5.0	0 1		9 0) L	0 0		. 7		4		2	0	2,8 1	9	ш			3.2 1		2.0 1	2.6 1	2.2 1	TOTAL SRT		
	0.0		0 0	0 0	o 0	Ð .	9 0		0 0	0.0	0	0.0 0	.0	0.0	0.0 0	0	.0	0	0	0	.0	.0			.0	0.0	CMB SI		GRADE: L
	0.0		0.0							0.0					0.0							0	0	0 0.0	0.0	0.0	SRT C/S		LTC PR
	0 L.2	0.0	0	0 0	0 0	000	D 0		0.0	0 1.1	1.	0	1	0	_		2	1	ω	2	2	ω	0 !	0 2.0		2	C/S SRT NITE		PRI CREW POS:
	i	0.0 0.	0.0	0 0	0 0	0 0	o c	0 0	0	0.0	.0	.0	4	ω	1.0	1.0	0.0	ο.	0.3	1.0	0.0	ω.	0.0	9 0))	1.6	SNI		0S: P
AFR	.0 1.2	0 0.		0.0				0.0		0.3 0.0			0.0 1.5			vi	0.0 2.2	_ (0.0 3.1	0	D (D	0.0 0.2			0 0 0	INS NAC		PRI AI
PAGE 1	1 5	1 5 2	1 5 2				10	00	0	S	1 5	S											n u		0 0	2	RES		PRI AIRCRAFT: C130H
1	20140709	20140709	20140605	20140528	20140528	20140514	20140515	20140515	20140515	20140411	20140409	20140409	20140403	20140326	20140226	70140314	20140311	20140306	2014022	20140213	20140204	20140121	20170121	20131220	7777777	20121217	DATE N/S UPDATED		C130H

		28	77	27	200	100	15	200	00/	06	02	30	22	19	18	09	29	28	25	19	14	13	08	C130H 07 /			MDS DATE	NAME:MIP2 CMD: AFR	
	OCT 14	UC 1 14	OCT 14							OCT 14		SEP 14										m	AUG 14	70	JUL 14	JUL 14	10	WING	
	86-0413	88-4404	87-9284	80-0414	2044-00	00 4400	88-4405	86-0410	88-4404	86-0411	86-0411	87-9284	88-4403	88-4404	88-4404	86-0411	88-4401	88-4401	88-4405	88-4402	88-4401	88-4401	88-4402	88-4402	86-0418	88-4403	TAIL	WING: 0440ALFWG	
	IP	T-F	; =		1 -		; -	- =	F	IP	IP	IP	IP	Ħ	IP	IP	IP	IP	IP	IP	₩ P	MP	IP	IP	Ð	Ę	DUTY		
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	PRI	UNIT: 0095ALSSQ	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	SEC	95ALS	
	0.3	3.2	1.9	3.1	1.0	0 0	1.6	2.5		2.4	3.6		2.9	1.0	1.0	1.1	1.2	1.7	3.2	0.7	0.0	0.0	1.3	2.6	0.0	1.0	TSNI	SQ	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	2.0	EVAL	SSAN	
	0.0	0.0	0.0	0,0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	ОТН	SSAN: ACFT OPLOC: TMKH	¥
	0.3	3.2	1.9	3.1	2.6	0.8	1.6	2.5	3.1	2.4	3.6	2.0	2.9	1.0	1.0	1.1	1.5	1.7	ن	0.7		2.0	1.3	2.6	2.8	3.0	TOTAL	TMKH	INQUIRY
	Н	نـر	ш	سر	w	щ	بر.	4	ω	2	Ν	ω	μ,	2	2	- 1	V 1	01		, ب	ا ب	N	<u> </u>	2	_	_	SRT		
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0 0	0 0	0 0) (9 .	9	0	0.0	0	0.0	0.0	CMB	GRADE: LTC	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o c	o 0	D (o c	0 0	D	D (9	0	0	0	0	SRT SRT	770	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0	9 0	o .	D 0	D 0	0 0	9 0	0 0	0 0	0.0	0 0	0 0	0.0	c/s	PR	
	0	0	0	0	0	0	0	0	0	0	0	0	0 0	O	D	D	D	D	0 0	D (O	O	0 (O	0	0	C/S SRT	E SE	
	0.0	0.8	1.9	1.0	1.5	0.8	1.4	0.3	2.0	0.5	0.0	0 1	2 .	9 .	0.7	0.7	3 .	9 :	л с	D :	1	9 (1 :) (C	7	1.0	NITE	PRI CREW POS	
	0.0	ο. ω	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	ο.	0 0	0.0	D (D 0	0 0	0 0	ט נ	л с	0 0	0 0	٠ د د د	0	٠ د د	ο (30	SNI	70	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9 0	9 0	9 0	0 0	0 0	0 0	0 0	0 0	D 0	0 0	9 0	0 0	9 0	• •	9	SNI	PF	
AFR	0.0	0.0	1.9	1.0	1.5	0.8	1.4	0.0	2.0	0.0	0.0	0 0	D .		0 .	7.1		9 1	1 0	9 6		0 1	1 .	9 1	7 .	1 0	NVG	IA IS	
מד	1	_	ω	33	33	33	33	33	33	8	w 6	2 +	4	٠,	- -	4 -	ــر د	4 1	٠,	٠,٠		4		4 6	٠,	_	RES	RCRA	
PAGE	S	S	S			30		S	S		א נ	n u	n u	0	0	טר	0	n u	0	0	0	0	n u	n u	n (0	N/S	Ξ.	
2	20141030	20141020	20141028	20141021	20141017	20141016	20141016	20141009	20141008	20141007	20141003	20140923	20140919	20140919	20140910	20140829	20140829	20140826	20140820	20140814	20140814	20140809	20140009	20140/31	7014071	201/071	DATE S UPDATED	PRI AIRCRAFT: C130H	

MDS SUMMARY AIRCRAFT: SIMULATOR: RPA: NAME:MIP2
CMD: AFR C130H PREPARED MDS CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT IS COMPLETE AND ACCURATE. 17 DEC 2014 14:32 DATE 03 NOV 14 WING: 0440ALFWG 88-4402 TAIL SEC 1.0 4.5 DUTY INST 81.4 0.0 0.0 UNIT: 0095ALSSQ 0.0 PRI EVAL 12.4 0.0 0.0 0.0 TRNI 0.0 INDIVIDUAL FLIGHT RECORD REPORT 0.0 0.0 EVAL 2.8 SSAN: ACFT OPLOC: TMKH TOTAL 98.2 9.0 0.0 0.0 HTO INQUIRY SRT 74 5 TOTAL 2.8 SRT SIGNATURE GRADE: 0.0 CMB (PA) SRT SRT 0 LTC 0 SRT 0.0 C/S 0.0 0.0 PRI CREW POS: C/S SRT AS SRT SRT 0 NITE 유 17 1.0 SNI v 58.0 0.0 0.0 DEC 0.0 SNI 2014 PRI AIRCRAFT: C130H INS 17.2 0.0 0.0 2.5 NVG DATE RES PCN SA036-F70 PAGE S/N SIM 0.0 0.0 S DATE UPDATED 39.4 0.0 0.0

G1.6.5. INDIVIDUAL TRAINING SUMMARY

		AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	CD	NAME		PREF
		MP BASIC FTL A	MP BASIC FTL A	MP BASIC FTL A	MP BASIC FTL A	MP BASIC FTL A	MP BASIC FTL A	MP BASIC FTL A	MP BASIC FTL A	MP BASIC FTL A	MP BASIC FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	MP AIRLAND FTL A	AIRDROP SKE A/B	QUALIFICATION PROFILE	NAME: MIP2 PHYSICAL DUE DATE: 10 APR 15		PREPARED 17 DEC 2014 14:32
		CIRCLING	NDB/VOR	NON-PRECISION	PRECISION	INST APPROACHES	TAKE-OFF	NVG INSTR APP	NVG LANDING	NVG TAKEOFF	PROF SORTIE	PEN/ RAPID DESC	LOW ATL TAC DEP	HI ALT TAC DEP	LOW/ALT TAC ARR	HI/ALT TAC ARR	NVG ASLT T/O	NVG ASLT LNDNG	RADAR THREAT	IR THREAT EVENT	OPTICAL THREAT	HVY WT ASLT LND	ASSAULT LANDING	ASSAULT TAKE-OFF	SKE AIRDROP	TASK NAME	15		2
		F		-		-			_	-2	_					200											GRADE: LTC SSAN: PHYSIOLOGICAL DUE DATE: 31 DEC 14	2	INI
		P130	P116	P110	P100	P070	P020	08AN	NV48	NV47	MOIOA	RS46	RS36	RS26	RS16	RS06	NV50	NV49	FE29	FE19	FE09	AS21	AS11	AS09	AD07	TASK ID	SSAN:	CURREN	DIVIDU
PAGE 1		P	1	ω	w	6	80	1	2	2	1	ц	Р	1	ě	H	1	2	2	2	2	2	00	6	N	VOL/DUR REQ	N: DATE: 31	CURRENT TRAINING PERIOD	INDIVIDUAL TRAINING SUMMARY
		N	2	6	6	12	21	2	9	00	2	ω	28	80	27	4	0	00	4	Uī	6	9	15	12	11	VOL/DUR ACCOMP	DEC 14	VG PERI	ING SUM
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	REM %		8	MARY
		15 OCT 14	15 OCT 14	03 NOV 14	28 OCT 14	03 NOV 14	03 NOV 14	15 OCT 14	15 OCT 14	07 OCT 14	25 AUG 14	15 OCT 14	28 OCT 14	28 OCT 14	28 OCT 14	28 OCT 14	07 OCT 14	15 OCT 14	28 OCT 14	28 OCT 14	28 OCT 14	08 OCT 14	03 NOV 14	03 NOV 14	28 OCT 14	DATE LAST ACCOMP	CREW POSIT		
																										DATE IN PHASE	CREW POSITION: EP A RECORDS REVIEW DUE DAT		AS OF 17 DEC
	A					31 DEC 14	31 DEC 14		31 MAR 15									31 MAR 15					31 MAR 15			DATE DUE	E: 31 0		EC 2014
	AFR																									OVR	UNIT: 0095ALSSQ CT 15		PCN
	PAGE 1																									ACC IN PHS	9095A		PCN SA036-T10
	-	H	Z	Z	Z	Н	H.	Z	H	Z	н	z	z	z	z	Z	Z	Η :	z :	z :	Z	Z	н :	Z	н	REST CODE	LSSQ		36-T1
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PREPARED 17 DEC 2014 14:32		INDIVI	DUAL TRAIN	INDIVIDUAL TRAINING SUMMARY	2	A	AS OF 17 DI	DEC 2014	PCN	PCN SA036-T10
		CURF	CURRENT TRAINING PERIOD	ING PERIOD						
NAME: MIP2 PHYSICAL DUE DATE: 10 APR 15	15	GRADE: LTC SSAN: PHYSIOLOGICAL DUE DATE: 31 DEC 14	SSAN: UE DATE: 31	DEC 14	пО	CREW POSITION: EP A	ON: EP A	UNIT: 0095ALSSQ DATE: 31 OCT 15		IT: 0
PGM		TASK	VOL/DUR	VOL/DUR	ol6	DATE LAST	DATE			OVR
	ANIDTNIC			1	į	The court	THE CHIEF	מאות טטב		DUE PHS
AA MP BASIC FIL A	LANDING	P190		24	0	03 NOV 14		31 DEC 14		
AA MP BASIC FIL A	UNAID NIGHTLAND	P192	2	7	0	03 NOV 14		31 MAR 15		
AA MP BASIC FTL A	ACDTQT	P280	0	0		05 MAY 14		31 DEC 17		
AA MP LEAD FTL A	SKE LEAD EVENT	SK17	1	14	0	28 OCT 14				
AA MP LEAD FTL A	VLL FORM LEAD	VL21	ب	12	0	28 OCT 14				
AA MP MSN FTL A	EQUIP ACTUAL	AD03	1	7	0	28 OCT 14				
AA MP MSN FTL A	CDS ACTUAL	AD04	1	10	0	28 OCT 14				
AA MP MSN FTL A	PERSONNEL A/D	AD05	1	53	0	28 OCT 14				
AA MP MSN FTL A	VISUAL AIRDROP	AD06	2	55	0	28 OCT 14				
AA MP MSN FTL A	MED/HI OR JPADS A/D		Ц	H	0	08 OCT 14				
AA MP MSN FTL A	FORM VISUAL DEP	FR06	2	18	0	28 OCT 14				
AA MP MSN FTL A	FORM VISUAL REC	FR16	2	18	0	28 OCT 14				
AA MP MSN FTL A	SKE DEPARTURE	FR26	2	88	0	28 OCT 14				
AA MP MSN FTL A	SKE RECOVERY	FR36	2	7	0	28 OCT 14				
AA MP MSN FTL A	VLL NVG EVENT	NVOO	2	12	0	27 OCT 14				
AA MP MSN FTL A	VLL NVG FORM	NV08	1	10 (0	27 OCT 14				
AA MP MSN FTL A	NVG AIRDROP	BLAN	2	26	0	27 OCT 14				
AA MP MSN FTL A	HAVE QUICK	P260	1	4 (0	22 SEP 14				
AA MP MSN FTL A	SECURE VOICE	P270	ı.	2 (0	28 OCT 14				
AA MP MSN FTL A	SKE/IMC EVENT	SK00	2	17 (0	28 OCT 14				
AA MP MSN FTL A	SKE FORM EVENT	SK07	_	17 6	0	28 OCT 14				
AA MP MSN FTL A	VLL DAY EVENT	VL01	2	18 6		28 OCT 14				
AA MP MSN FTL A	VLL FORM DAY	VL11	ш	13 6	9	28 OCT 14				
AA MP MSN FTL A	HI/LW ATL TRANS	VL30	0	2		28 OCT 14		31 DEC 15		
								A		AFR PAGE 2
			DACE 3							

PAGE 3		AFR									
z		30 JUN 16		11 JUN 14		-	0	6281	SABC	C130 GRND TRNG ALL	GT
Z		28 FEB 15		09 FEB 13		0	0	6280	9MM SML ARM	C130 GRND TRNG ALL	GT
Z				80 NNE 60		0	0	6231	INITIAL CRM	C130 GRND TRNG ALL	F
Z				11 SEP 08		0	0	G183A	MASK FIT TEST	C130 GRND TRNG ALL	GT
Z		31 DEC 14		91 NUC 80		H	0	G120	ISOPREP REV	C130 GRND TRNG ALL	G
z		30 APR 15		13 APR 13		0	0	G100	LOAC	C130 GRND TRNG ALL	GT
Z		31 DEC 14		02 JAN 12		0	0	6090	ANTI-HIJACK-MR	C130 GRND TRNG ALL	9
Z		31 DEC 15		13 JAN 14		ы	0	6070	INTEL TRNG-MR	C130 GRND TRNG ALL	G
z		31 DEC 15		13 JAN 14		μ	0	6060	TACTICS-MR	C130 GRND TRNG ALL	GT
Z				01 JAN 75		0	0	6055	ENAF AD ONLY	C130 GRND TRNG ALL	9
Z		31 OCT 15		02 OCT 13		0	0	6010	CBRNE HANDS ON	C130 GRND TRNG ALL	GT
Z				12 JUN 08		0	0	G002	MARSHALL TRG -G	C130 GRND TRNG ALL	GT
z				01 MAY 10		0	0	G001	UNIT INDOC-MR	C130 GRND TRNG ALL	GT
Z		21 OCT 15		21 OCT 14		μ	0	E114	FORCE PROTECT	C130 GRND TRNG ALL	GT
z		21 OCT 15		21 OCT 14		بر	0	E113	HUMAN RELATIONS	C130 GRND TRNG ALL	GT
Z		21 OCT 15		21 OCT 14		-	0	E112	INFO PROTECTION	C130 GRND TRNG ALL	GT
Z		21 OCT 15		21 OCT 14		1	0	E100	DOD CYBER AC	C130 GRND TRNG ALL	GT
Z		03 SEP 18		03 SEP 13		0	0	E030	PASSPORT	C130 GRND TRNG ALL	GT
Z		30 APR 15		18 OCT 14		ω	0	C040	MOB FLOR REV	C130 GRND TRNG ALL	GT
Z				01 JAN 10		0	0	0011	FORM LEAD CERT	C130 FLT LEAD CERT	ণ
Z				08 NOV 10		0	0	0511	FLT INSTR CERT	C130 FLT INSTR CERT	ST
Z				10 DEC 09		0	0	0013	ELEMENT LEAD	C130 ELEMENT LEAD	GT
Z				20 FEB 09		0	0	0572	DZS0	C130 DZS0	ST
z				10 DEC 08		0	0	Q544	BANNER CERT	BANNER CERTIFICATION	GT
C REST WVD	OVR IN	DATE DUE	DATE IN PHASE	DATE LAST ACCOMP	REM	VOL/DUR ACCOMP	VOL/DUR REQ	TASK ID	TASK NAME	QUALIFICATION PROFILE	CD PGM
5ALSSQ	T: 009	UNIT: 0095ALSSQ)ATE: 31 OCT 15		CREW POSITION: EP A RECORDS REVIEW DUE D		DEC 14	N: DATE: 31	GRADE: LTC SSAN: PHYSIOLOGICAL DUE DATE: 31 DEC 14	15	NAME: $\mathrm{MIP}2$ PHYSICAL DUE DATE: 10 APR 15	NAME
					90	IG PERI	CURRENT TRAINING PERIOD	CURREN			
PCN SA036-T10	PCN S	DEC 2014	AS OF 17 DE	Þ	MARY	ING SUM	INDIVIDUAL TRAINING SUMMARY	INDIVIDU	2	PREPARED 17 DEC 2014 14:32	PREF

PREF	PREPARED 17 DEC 2014 14:32 NAME: MIP2 PHYSICAL DUE DATE: 10 APR 15	2 INDIVIDUAL TRAINING SUM CURRENT TRAINING PERIO GRADE: LTC SSAN: PHYSIOLOGICAL DUE DATE: 31 DEC 14
QUA	QUALIFICATION PROFILE	TASK NAME
	C130 GRND TRNG ALL	USE OF FORCE
	C130 GRND TRNG ALL	DENTAL EXAM
	C130 GRND TRNG ALL	LS FAM TRNG -G
5	C130 GRND TRNG ALL	EGRESS C130-GND
7	C130 GRND TRNG ALL	AIRCREW CW
	C130 GRND TRNG ALL	EGRES W/ACDE
	C130 GRND TRNG ALL	A. L/S EQUIP-MR
	C130 GRND TRNG ALL	AFE FIT CHECK-GND
	C130 GRND TRNG ALL	THEAT INDOC
_	C130 GRND TRNG ALL	INT NVG TRNG
	C130 GRND TRNG ALL	NVG GRND REF-MR
	C130 GRND TRNG ALL	PUBS CHECK
Ŧ	C130 GRND TRNG ALL	FEF REVIEW
-	C130 GRND TRNG ALL	LOCAL SURV -G
-	C130 GRND TRNG ALL	CBT SERE TNG-MR
9 5	C130 GRND TRNG ALL	CNDCT CPTK
9	C130 GRND TRNG ALL	ERCHUTE TRNG-MR
GT	C130 GRND TRNG ALL	CONT SERE INDOC
ST	C130 GRND TRNG ALL	INT CMBT SURV
GT	C130 GRND TRNG ALL	INT WATER SURV
១ ១	C130 GRND TRNG ALL	VTRAT INITIAL

PREF	PREPARED 17 DEC 2014 14:32	2	Į	NDIVIDU	INDIVIDUAL TRAINING SUMMARY	NG SUMM	ARY		AS OF 17 DEC 2014	C 2014	PC		PCN SA036-T10
	MIP)			COMME	COMMENT DANIESTING FEATOR	0 - 1710							
NAME	NAME: $\mathrm{MIP2}$ PHYSICAL DUE DATE: 10 APR 15	15	GRADE: LTC SSAN: PHYSIOLOGICAL DUE DATE: 31 DEC 14	T DUE I	N: DATE: 31 I	DEC 14		CREW POSITION: EP A	CREW POSITION: EP A RECORDS REVIEW DUE DATE:		OCT	UNIT: (UNIT: 0095ALSSQ 31 OCT 15
PGM	OIAL TETCATTON PROFT F	TASK NAME		TASK	VOL/DUR	VOL/DUR	0°	DATE LAST	DATE			OVR	
GT	C130 GRND TRNG ALL	G0 NO G0		XGNG	9	Þ			The second				
า	C130 GRND TRNG ALL	SEMIS -MR		YCEMT	D (ی د		21)))			
9 9	CIRC CONT.	C130 C1 V		ASERT	9 0	, v		DI JUL 14		31 DEC 14	-		
-	C136 CCCA	CIS CUE		/TCD	•	0		31 OCT 13					
GT	C130 OPS SUP	OPS SUP		XOPS	0	2		18 SEP 14		31 MAR 15			
GT	C130 PILOT GROUND	QUAL/INST CK-MR		AA21	0	0		26 NOV 13	31 OCT 14	30 APR 15			YES
GT	C130 PILOT GROUND	COMM-MR		G080	0	1		13 JAN 14		13 JAN 15			
GT	C130 PILOT GROUND	IRC COURSE -MR		G130	0	1		11 JUN 14	31 MAR 15	30 JUN 15			YES
GT	C130 PILOT GROUND	HAZARD CARGO-MR		G182	0	,		15 JAN 14		31 DEC 17			
GT	C130 PILOT GROUND	CRM REFRESH -MR		6230	0	μ		07 MAY 14		31 MAY 14		YES	
CT	C130 PILOT GROUND	SIM REFRESH -MR		G250	0	μ		97 MAY 14		31 MAY 14			
GT	C130 PILOT GROUND	WX AVOID		G310	0	0		80 NUL 60					
GT	C130 PILOT GROUND	MISSION EVAL-MR		Q003	0	0		26 NOV 13	31 OCT 14	30 APR 15			YES
GT	C130 PILOT GROUND	TOUCH & GO CERT		Q050	0	0		24 MAR 09					
GT	C130 PILOT GROUND	ACFT CMDR CERT		Q510	0	0		17 OCT 08					
ମ	C130 PILOT GROUND	UNIMPROVED LAND		0542	0	0		12 MAR 09					
GT	C130 PILOT GROUND	NVG A/D CERT		0547	0	0		80 NUC 60					
GT	C130 PILOT GROUND	NVG A/L CERT		Q548	0	0		80 NUC 60					
GT	C130 PILOT GROUND	NVG ASLT CERT		0549	O	0		30 NUC 60					
GT	C130 PILOT GROUND	NVG T&G		Q550	0	0		24 MAR 09					
GT	C130 PILOT GROUND	GRACC TACC TOUR		V282	0	0		01 JAN 05					
GT	C130 PILOT GROUND	AIR CARD TRAINING	G	XFUEL	0	0							
GT	C130 PILOT GROUND	LCLA AC CERT		XLCP	0	0		31 OCT 13					
GT	JPADS CERT	JPADS/ICDS CERT		0502	0	0		02 AUG 08					
											•		

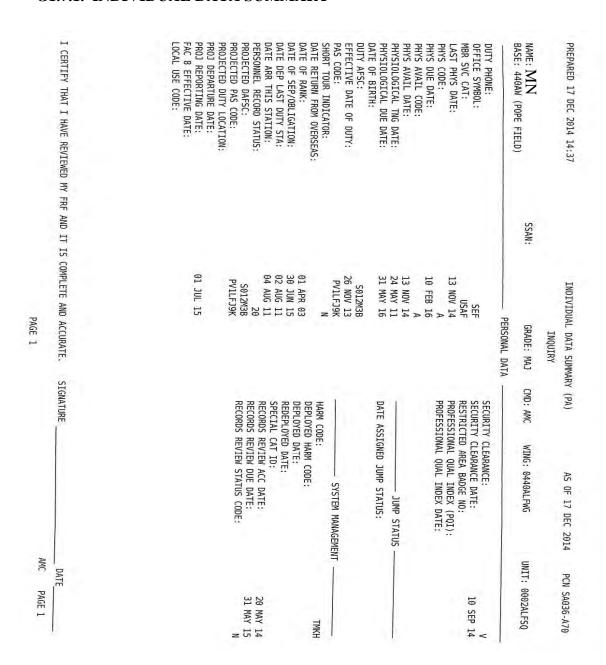
AFR

G1.6.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
LTC	MIP2	C-130H	0	2.8	27.9	35.9

G1.7. MN

G1.7.1. INDIVIDUAL DATA SUMMARY



DATE		FORMAL COURSE	OFFICER SERVICE DATE: OFFICER SERVICE DATE: AVIATION SERVICE DATE: TRANSITION STATUS CODE: A AVIATION POSITION INDICATOR: EFFECTIVE DATE: PRE-ACIA-OFDA: OFDA GATE 15/15: OFDA GATE 15/15: OFDA GATE 20/18: OFDA GATE 20/18: OFDA GATE 20/18: OFDA GATE 20/18: OFDA TO DATE: You have met OFDA requirements for 18 year gate to receive continuous ACIP through 25 years of avia	OFFICER SERVICE DATE: AVIATION SERVICE DATE: TRANSITION STATUS CODE: AVIATION POSITION INDICATOR: EFFECTIVE DATE: FLYING ACTIVITY CATEGORY: PRE-ACIA-OFDA: OFDA GATE 10/12: OFDA GATE 10/12: OFDA GATE 20/18: OFDA TO DATE:
	: : TRAINING/QUAL STATUS -	CURR PARA RATING: CURR PARA RATING DATE: ORIG PARA RATING: ORIG PARA RATING DATE:	3A 02 OCT 13 2A 02 AUG 11	AVIATION SERVICE DATA AVIATION SERVICE CODE: EFFECTIVE DATE: PRIOR ASC: EFFECTIVE DATE:
		OUS MIL RTG DT:	14 FEB 07 A NONE 02 OCT 20 21 NOV 14 17 NOV 14	LAST MPO DATE: LAST MPO DATE: LAST MPO REASON: AD/IAD: PAY STOP DATE: PAY PRODUCTIVE FLIGHT DATE: PREVIOUS PRODUCTIVE FLIGHT DATE:
BADGE MASTER NAVIGATOR 28 OCT 11 SENIOR NAVIGATOR 04 JUN 03 NAVIGATOR 04 JUN 96	AERONAUTICAL RATING/AVIATION BADGE TING: MAST TING: SENI	AERONAUTICAL RATING: EFFECTIVE DATE: AERONAUTICAL RATING: EFFECTIVE DATE: AERONAUTICAL RATING: EFFECTIVE DATE: AERONAUTICAL RATING: EFFECTIVE DATE:	A TMKH 1L USAF C130H EN A	AIRCRAFT OPLOC: CMD OF AIRCRAFT: ACFT SVC CAT: PRIMARY ACFT: FLT DUTY CERT CODE: CATEGORICAL FLYING WAIVER:
UNIT: 0002ALFSQ	WING: 0440ALFWG	GRADE: MAJ CMD: AMC	SSAN:	NAME: 1411 BASE: 440AW (POPE FIELD)

G1.7.2. INDIVIDUAL FLYING HISTORY REPORT

e	222	c	,					
	2 0	ות	-4	14	1	6	981	TOTAL SORTIES
Ð (u	0	0	0	0	0	18	CMB1 SUPPURI SURITES
0	37	0	0	0	0) ©	139	COMPAT SURFIED
0.0	5,1	0.0	0.0	0.0	0.0	0.0	10.4	COMBAT CONTIES
0.0	90.6	0.0	0.0		0 0		000	CMBT SUBBORT TIME
0.0			0 (9	9	0.0	118.5	COMBAT TIME
0.0	л .	⊙	0.0	0.0	0.0	0.0	131.8	NVG TIME
D (9.9	0.0	0.0	0.0	0.0	0.0	0.0	PRIMARY SIM INST
0	0.0	0.0	0.0	0.0	0.0		0.0	TRIBAT INST
0.0	129.3	0.0	0.0	0.0	0.0	0 0	210.2	DDIMARY THET
0.0	50.7	0.0	0.0				316.0	NTCHT
0.0	100.4	000		101	0 0	• • • • • • • • • • • • • • • • • • •	9 89	OTHER TIME
0.0	166.7	0 .	D	2 1	0.0	0.0	67.2	EVALUATOR TIME
0.0	140 7	0.0	0.0	0.0	0.0	0.0	302.7	INSTRUCTOR TIME
0	7.6	2.7	0.0	17.0	0.0	0.0	3.2	SECONDARY TIME
۵.	583.5	15.0	4.0	38.0	4.0	13.0	7.704T	CECCHE VEN TIME
3.0	948.9	1/./		,		75.0	1465 5	PRIMARY TIME
TO LED DO	2000	17 7	-	л	4 0	15.0	1903.9	TOTAL TIME
16 550 00	05 ADD 06	OCT 01	22 111 00	14 FEB 06	NO DATE	26 APR 14	21 NOV 14	DATE LAST FLOWN
	96 das 60	18 OCT 96	JUL		21 JUL 00	02 MAR 12	10 FEB 97	DATE FIRST FLOWN
FN	EN	EN	E	EN	EN A	EN A	П	TEL DIT CERT CODE
SMC130E(Q)	C130E(S)	SC130E(Q)	SC130H(Q)	SNC130E(Q)	SNC130H(Q)	SMC130H(Q)	C130H(S)	AIRCRAFT MDS
								AIRCRAFT TOTALS
)	(POPE FIELD	UNIT: 0002ALFSQ BASE: 440AW (POPE FIELD)	UNIT: 0002ALF	PRI ACFT: C130H		PRI CRW POS: N	40ALFW	CMD: AMC WING: 0440ALFW
DATE: 02 OCT 13	ASC DATE:	1: 155 ASC: 3A	FAC: 2 OFDA	: MAJ API: 6		SSAN:		
				INQUIRY				
PCN SA036-F40	2014 PC	AS OF 17 DEC 20	PA)	FLYING HISTORY REPORT (PA)	FLYING		014 14:36	PREPARED 17 DEC 2014 14:36

GE 1

CAREER TOTA CREW POSITI PRIMARY TIM SECONDARY T INSTRUCTOR T EVALUATOR T OTHER TIME TOTAL TIME TOTAL TIME STUDENT TIMI OTHER US MIL COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT TOTAL SORTII COMBAT SUPT COMBAT	NAME: MN CMD: AMC WING: 0440ALFW		PREPARED 17 DEC 2014 14:36
OTALS ITION ITIME TIME OR TIME OR TIME R TIME R TIME ME TIME MIL TIME TIME TIME TIME TIME TIME TIME TIME	FW		14:36
NAVIGATOR 2045.7 10.8 443.4 233.6 119.3 2852.8 116.5 0.0 0.0 0.0 0.0 194.5 1304 176 21 186.3 09 SEP 96	SSAN: PRI CRW POS: N		
	GRADE: MAJ API: 6 PRI ACFT: C130H	INQUIRY	FLYING HISTORY REPORT (PA)
	FAC: 2 OFDA: 155 ASC: 3A ASC DATE: 0: UNIT: 0002ALFSQ BASE: 440AW (POPE FIELD)		
	ASC: 3A ASC SE: 440AW (POPE		AS OF 17 DEC 2014
	ASC DATE: 02 OCT 13 (POPE FIELD)	07000-740	DON SAUSE END

G1.7.3. INDIVIDUAL FLIGHT DATA REPORT

	CMBT	CUMBA	0	OTHER	EVALU	INSTR	SECON	PKIMA	IOIAL IIME:	SEU NO:	CREW F	MDS:		CREW F DAFSC:	NAME	PREPAR
										1				CREW POSN: EN A DAFSC: S012M3B	Z	PREPARED 17 DEC 2014 14:37
,	36.4	118.5		000	67.2	302.7	3.2	462.2	903.9	10	EN A	C130H				C 2014
	0.0	0.0		0 0	0.0	0.0	0.0	15.0	15.0	20	EN A	SMC130H		AGE:		14:37
	0.0	0.0	0.0	0 0								SNC130H		LST PHYS:		IND
1	5.1	90.6	20.7	100	166 4	140.7	7.6	583.5	948.9	00	E	C130E	(PART-1)	: 13 NOV 14 : 24 MAY 11	RANK	IVIDUAL
,	0.0	0.0	0.0		0 0	0.0	2.7	15.0	17.7	00	EN	SC130E	(1-1)	11 14	MA	INDIVIDUAL FLIGHT DATA
	0.6	0.0	0.0	0.0	0	0.0	0.6	4.6	4.6	90	E	SC130		API:	SSAN.	
	0.0	0.0	0.0						3.0	_		SMC130E		6 FA		AS OF 17 DEC
	0.0	0.0	0.0	2.1		0 0	17.0	38.0	57.1	00	EN	SNC130E		FAC: 2 ASC		DEC 2014 PC
								2045.7			TOTAL	ACFT		C: 3A	7. (130)	PCN SA036-F60

PREPARED 17 DEC 2014 14:37	2014 14:	37	IN	INDIVIDUAL FLIGHT DATA	LIGHT DA		AS OF 17 DEC 2014		PCN SA036-F60
NAME: MN CREW POSN: EN A DAFSC: S012M3B	AGE:		LST PHYS:	RANK 13 NOV 24 MAY	6	SSAN: API: 6 MAJCOM: AMC		PRI ACFT: FAC: 2 ASC:	ACFT: C130H ASC: 3A
TOTAL FLYING TIME: GRAND TOTAL:	M.	2852.8 2969.3		TOTAL PRI MDS PRIMA	MARY/INST	TOTAL PRIMARY/INSTRUCTOR TIME:	, iii	2568.1 2489.1	
AIRCRAF	AIRCRAFT TYPE REQUEST: ALL)UEST: ALI		(PART-2)	2)	AIRCRAFT MDS REQUEST: C130H	MDS REQUE	ST: C130H	
17 DEC 0.0	16 DEC 0.0	15 DEC 0.0	14 DEC 0.0	13 DEC 0.0	12 DEC 0.0	11 DEC 0.0	10 DEC 0.0	09 DEC 0.0	08 DEC 0.0
07 DEC 0.0	06 DEC 0.0	05 DEC 0.0	04 DEC 0.0	03 DEC	02 DEC 0.0	0.0 0.0	30 NOV 0.0	29 NOV 0.0	28 NOV 0.0
27 NOV 0.0	26 NOV 9.0	25 NOV 0.0	24 NOV 0.0	23 NOV 0.0	22 NOV 0.0	21 NOV 3.2	20 NOV 0.0	19 NOV 0.0	18 NOV 0.0
	30	DAYS TOT	DAYS TOTAL FLYING	TIME: 3.2	10	DAYS FLOWN: 1	N: 1	l.	
17 NOV 2.6	16 NOV 0.0	15 NOV 0.0	14 NOV 0.0	13 NOV 0.0	12 NOV 3.3	0.0 0.0	10 NOV	09 NOV	9. 0 9. 0
97 NOV 3.2	0.0 0.0	0.0 0.0	04 NOV 0.0	0.00 E0	0.00 0.0	01 NOV 0.0	31 OCT 0.0	30 OCT 0.0	29 OCT 0.0
28 OCT 9.0	27 OCT 0.0	26 OCT 0.0	25 OCT 0.0	24 OCT 9.0	23 OCT 0.0	22 OCT 2.8	21 OCT 0.0	20 OCT 0.0	19 OCT 0.0
	60	DAYS TOT,	AL FLYING	60 DAYS TOTAL FLYING TIME: 15.1	н	DAYS FLOWN: 5	N: 5	£.	
18 OCT 0.0	17 OCT 0.0	0.0 0.0	15 OCT 0.0	14 OCT 0.0	13 OCT 0.0	12 OCT 0.0	11 OCT 0.0	19 OCT 0.0	09 OCT
98 OCT 1.2	97 OCT 9.0	06 OCT 0.0	05 OCT 0.0	04 OCT 0.0	03 OCT 3.8	02 OCT 0.0	01 OCT 0.0	30 SEP 2.0	29 SEP 0.0
28 SEP 0.0	27 SEP 0.0	26 SEP 0.0	25 SEP 0.0	24 SEP 0.0	23 SEP 0.0	22 SEP 0.0	21 SEP 0.0	20 SEP 0.0	19 SEP 0.0

90 DAYS TOTAL FLYING TIME: 22.1

G1.7.4. INDIVIDUAL FLIGHT RECORD REPORT

	DATE						ň	010000000000000000000000000000000000000			2	COMPLETE AND ACCURATE		17 70			REVTEWED		TUAT	I CERTIFY THAT I HAVE REVIEWED MY IFRR AND
PAGE 1	AMC																			
S 20140821	0.5		0.0	0.8	0	0.0	0	0.0	ų		0.0	0.0		0.0		NIA	07-9204	AUU 14 0		CTOOL
	0.0	0.0	0.0	0.0	0	0.0	0	0.0	_	2.	0.0	0.0	0.0	0.0) N	ME	07 0704	1 4	200	CISOH
5 20140728	0.0		0.0	0.0	0	0.0	0	0.0	-	, ,	0.0	0 0		0 0		N. T	0110	1 :		CIBOH
S 20140715	0.0		0.0	0.0	0	0.0	0	0.0		1 4	0 0	0 0		0 0	л L	M 2	2011 00	14		C130H
S 20140709	0.0	0.0	0.0	0.0	0	0.0	0	0.0		, N	0 0	0 0	0 0	9 0	2.0	3	88-4402	14		C130H
S 20140626	0.0		0.0	0.4	0	0.0	0				0 0	0 0		0 0		M :	87-9284	14		C130H
S 20140619	0.0		0.0	0.5	0 0	0.0	0 0			٠,	0 0	0 0	⊙ .	9 0	2.4	MZ :	88-4403	14		C130H
5 20140604	0.0		0 0) G	0 0	0 0	0 0	0.0		٠.	D 0	o .	9	0.0	1.5	3	86-0410	14		C130H
	0.0		0 0	0 1	0 0	0 0	0 0	0 0			0	0	0	0	w w	Z	86-0410	14		C130H
Q 20140429	0 0	0 0	0 0	J 0	D C	9 0	o 0	9 0		w	0.0	0.0	0	0.0	ω.	M	87-9284	14		C130H
. 50	0 0		0 0	0 0	o 0	0 0	o 0	9		w	5	0.0		0.0	3.0	M N	00-0001			SMC130H
2 3	0 0		D 0	0 0	Э (0	9	0.0				0.0		0.0	3.0	M	99-9999	APR 14 9		SMC130H
1.	9 0		0	0	o	0	0	0.0		ω		0.0		0.0	3.2	¥.	86-0414	14		C130H
4.	9 6		0	0.0	0	0.0	0	0.0	2 1	ω		0.0		0.0	3.2	3	88-4405	14		CLSOH
	9		0.0	0.0	0	0.0	0	0.0	1 1			0.0		0.0	3.1	3	88-4405	14		CISOH
	0		0.0	0.0	0	0.0	0	0.0	2			0.0		0.0	1.8	MN	86-0411	14		CISOH
2.	0.0		0.0	3.2	0	0.0	0	0.0	2 1			0.0		0.0	0.0	IN	88-4403	14		CISON
	0.0		0.0	0.0	0	0.0	0	0.0	9 1	2.0		0.0		0.0	0.0	IN	88-4402	14	10	CISON
	1.5		0.0	1.5	0	0.0		0.0	5 1			0.0		0.0	1.0	M	00-4405	14		CISON
	2.3		0.0	2.7	0	0.0		0.0	7 1					0.0	0	IN	2044-00	1 4		CTOOL
	0.0		0.0	0.0	0	0.0		0.0	0 1					0.0	1.0	MIN	2044-00	1		CTOOL
202	0.0	0.0	0.0	0.0	0	0.0	0	0.0	-					0 0		N H	2044-00	3 5	20 0	CISOH
	1.7		0.0		0	0.0	c	0.0	-			0 0		0 .	0 0	1 5	88 4402	12 6		C130H
S 20131208	0.0	0.0	0.0	0.0	0	0.0	0	0.0		٠.٧		0 0	٠,	0 0	0	1	88-4494	ונד		C130H
5 20131204		0.0	0.0	1.0	0 0	0 0	0 0	0 0						0 0	7	Z.	88-4404	3		C130H
5 20131204	1.0	0.0		10	0 0	0 0	0	0 0				0 0	000	0 0	7	M	88-4405	13		C130H
	0.0	0 0	0 0		0	0 0	0 0	0 0		٠ (0.0	1.0	ž	88-4405			C130H
		0	9	D	9	D	Ð	9	0 1	ىد		0.0	0.0	0.0	3.0	M	99-9999	NOV 13	19 /	SMC130H
RES N/S UPDATED	NVG F	INS	INS	NITE	SRI	6/5	SKI	CMB	L SKI	IOIAL	010	EVAL	TIVAL	050	1,11	. 0014				
DATE		MIS			C/S		CMB								DBT	POSN	TAIL		DATE	MDS
PRI AIRCRAFT: C130H	I AIRC	공	S:	PRI CREW POS:	RI CR		. MAJ	GRADE:	Ξ	SSAN: ACFT OPLOC: TMKH	T OPLO	SSAN ACFT	FSQ	002AL	UNIT: 0002ALFSQ		WING: 0440ALFWG	WING:	Z	NAME: MIN
									~	INQUIRY									1	
PCN SA036-F70		DEC 2014	17	AS OF			(PA)	INDIVIDUAL FLIGHT RECORD REPORT (FA)	ORO	אחו אבנ	AL FILL	TATOOL	TWD				14.00	107		
							1	10001	200	ישד הבר	1 11 10	NIDIN	TNI				14.37	DEC 2014 14:37	17	PREPARED

	MDS SUMMARY AIRCRAFT: SIMULATOR: RPA:	C130H C130H C130H C130H C130H C130H C130H C130H C130H	MDS CHIC	NAME: MN
	RY PRI 70.5 : 9.0	30 SEP 14 03 OCT 14 08 OCT 14 22 OCT 14 07 NOV 14 17 NOV 14 17 NOV 14 21 NOV 14	DATE	
	SEC 0.0 0.0	87-9284 86-0410 86-0411 86-0410 88-4402 88-4402 88-4405 88-4401	TAIL NUMB	. 04400 TW
	INST 10.9 0.0		DUT	
	EVAL 0.0 0.0	3.28 3.3.3 3.3.3	Y PRI SEC I	7
	9991	00000000	SEC :	5
	0.0 0.0 0.0	00000000	TSV	2
	70 8	00000000	EVAL	SSAN:
	TOTAL 81.4 9.0 0.0	00000000	ACFI OPLOC: IMKH	S IN
	SRT 43 4	3.28 3.28 3.28 3.28	TOTAL	INQUIRY
	CMB 0.0 N/A	211411	SRT	GF
		00000000	CMB	GRADE:
	SRT O N/A	0000000	CMB	LAM
	C/S 0.0 N/A	000000000000000000000000000000000000000	C/S C/S SRT	PRI C
	C/S SRT 0 N/A	00000000	NITE	PRI CREW POS
	NITE 24.1 0.0 0.0	00000000	SNI	z
	00 ⊢mi	00000000	SNI	PF
AMC	0.0 0.0	01300000	NVG	NI AIF
PAGE 2	SIM 0.0 0.0		RES N/S	PRI AIRCRAFT: C130H
N	NVG 14.1 0.0	20141001 20141006 20141009 20141023 20141110 20141113 20141210 201411210	DATE	C130H

G1.7.5. INDIVIDUAL TRAINING SUMMARY

		AA	A	A	AA	AA	A	A	AA	AA	AA	AA	AA	AA	AA	AA	AA	AA	A	AA	AA	AA	AA	AA	AA	PGM	NAME:		PREF
		NAV MON FIL A	NAV MSN FIL A	NAV MSN FTL A	NAV MSN FTL A	NAV MSN FTL A	NAV MSN FTL A	NAV LEAD FTL A	NAV LEAD FTL A	NAV BASIC FTL A	NAV BASIC FTL A	NAV BASIC FTL A	NAV BASIC FTL A	NAV BASIC FTL A	NAV AIRLAND FTL A	NAV AIRLAND FTL A	NAV AIRLAND FTL A	NAV AIRLAND FTL A	NAV AIRLAND FTL A	NAV AIRLAND FTL A	NAV AIRLAND FTL A	NAV AIRLAND FTL A	JPADS OPERATOR A/B	JPADS OPERATOR A/B	AWADS FTL A	QUALIFICATION PROFILE	NAME: MN PHYSICAL DUE DATE: 10 FEB 16		PREPARED 17 DEC 2014 14:38
		MED/HI OR JPADS A/D	VISUAL AIRDROP	PERSONNEL ACT.	PERSONNEL A/D	CDS ACTUAL	EQUIP ACTUAL	VLL FORM LEAD	SKE LEAD EVENT	ACDTQT	NVG A/L EVENT	ARA	PROF SORTIE	CAT 1 NAV SORT	PEN/ RAPID DESC	LOW ATL TAC DEP	HI ALT TAC DEP	LOW/ALT TAC ARR	HI/ALT TAC ARR	RADAR THREAT	IR THREAT EVENT	OPTICAL THREAT	PO GUIDED	PO UNGUIDED	AWADS AIRDROP	TASK NAME	16		œ
		VD																									GRADE: MAJ PHYSIOLOGI		
		AD09	AD06	AD05A	AD05	AD04	AD03	VL21	SK17	P280	NV05	N120	M010	B014	RS46	RS36	RS26	RS16	RS06	FE29	FE19	FE09	AD12	AD11	AD08	TASK ID	CAL D	CURRE	INDIVID
PAGE 1		1	2	0	1	ú	1	تر	1	0	2	2	4	0	н	ينو	1	1	н	2	2	2	2	2	2	VOL/DUR REQ	SSAN: UE DATE: 31	CURRENT TRAINING PERIOD	INDIVIDUAL TRAINING SUMMARY
		2	13	12	12	U.	4	ω	4	0	W	2	17	w	6	16	ω	13	4	4	4	4	0	0	ы	VOL/DUR ACCOMP	MAY 16	ING PERI	VING SUM
		0	0		0	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0	100	100	0	REM 60°		90	MARY
		22 OCT 14	21 NOV 14	22 OCT 14	22 OCT 14	21 NOV 14	21 NOV 14	12 NOV 14	21 NOV 14	03 MAR 12	12 NOV 14	20 AUG 14	21 NOV 14	03 OCT 14	21 NOV 14	21 NOV 14	21 NOV 14	21 NOV 14	21 NOV 14	17 NOV 14	17 NOV 14	17 NOV 14	27 APR 14	26 APR 14	21 NOV 14	DATE LAST ACCOMP	CREW POST		
																										DATE IN PHASE	CREW POSITION: EN A RECORDS REVIEW DUE DAT		AS OF 17 DEC 2014
	1			31 DEC 15						31 DEC 15			31 JAN 15	31 DEC 15												DATE DUE	U ATE: 31 MAY		EC 2014
	AMC PAGE 1		0.		201	8-	3																			OVR IN F	UNIT: 0002ALFSQ E: 31 MAY 15		PCN SA036-T10
		I	Z	Z	2	Z	Z	2 :	Z	Z	1	Z	Η :	Z	Z	Z :	2	2	2 :	2 :	2 :	2)	٠,	H :	Z	REST CODE WVD	FSQ		6-T10

		G	6	F	្ន	GT	GT	FP	GT	GT	GT	13	ST	GT	GT	GT	GT	AA	AA	A	AA	A	AA	A	AA	PGM	NAME:		PREI
		C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	GRND	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 FLT LEAD CERT	C130 FLT INSTR CERT	C130 FLT EVAL CERT	C130 ELEMENT LEAD	C130 AWADS	BANNER CERTIFICATION	NAV MSN FTL A	NAV MSN FTL A	NAV MSN FTL A	NAV MSN FTL A	NAV MSN FTL A	NAV MSN FTL A	NAV MSN FTL A	NAV MSN FTL A	QUALIFICATION PROFILE	NAME: IVIIN PHYSICAL DUE DATE: 10 FEB 16		PREPARED 17 DEC 2014 14:38
		ENAF AD ONLY	CBRNE HANDS ON	MARSHALL TRG -G	UNIT INDOC-MR	FORCE PROTECT	HUMAN RELATIONS	INFO PROTECTION	DOD CYBER AC	PASSPORT	MOB FLOR REV	FORM LEAD CERT	FLT INSTR CERT	FLT EVAL CERT	ELEMENT LEAD	AWADS	BANNER CERT	HI/LW ATL TRANS	VLL FORM DAY	VLL DAY EVENT	SKE FORM EVENT	SKE/IMC EVENT	NVG AIRDROP	VLL NVG FORM	VLL NVG EVENT	TASK NAME	16		8
																											GRADE: MAJ SSAN: PHYSIOLOGICAL DUE DATE: 31 MAY 16		Ų
		6055	010	G002	1000	E114	E113	E112	E100	E030	C040	0011	Q511	0512	Q013	0529	0544	VL30	VL11	VL01	SK07	SK00	BLAN	80VN	NVOO	TASK	SSAN AL DUE DA	CURRE	DIVID
PAGE 2		Θ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ш	2	1	2	2	ш	2	VOL/DUR REQ	AN: DATE: 31	CURRENT TRAINING PERIOD	INDIVIDUAL TRAINING SUMMARY
		0	0	0	0	P	H	ú	н	0	0	0	0	0	0	0	0	U	4	6	4	Ŋ	н	ė.	н	VOL/DUR ACCOMP	MAY 16	IG PERI	ING SUM
																			0	0	0	0	50	0	50	REM *		8	MARY
		16 SEP 96	12 JAN 12	14 NOV 11	06 FEB 12	26 MAR 14	26 MAR 14	26 MAR 14	24 MAR 14	17 MAR 12	03 OCT 12	16 AUG 04	17 AUG 04	17 AUG 04	15 MAR 12	21 MAR 13	16 FEB 12	21 NOV 14	30 SEP 14	21 NOV 14	21 NOV 14	21 NOV 14	12 NOV 14	12 NOV 14	12 NOV 14	DATE LAST ACCOMP	CREW POSITION: EN A RECORDS REVIEW DUE		
																										DATE IN PHASE			AS OF 17 D
	A		31 JAN 14			26 MAR 15	26 MAR 15	26 MAR 15	24 MAR 15	17 MAR 17	30 APR 13							31 DEC 15								DATE DUE	UNIT: 0002ALFSQ ATE: 31 MAY 15		DEC 2014
	AMC		YES								YES															OVR	NIT: 6		PCN
	PAGE 2																									ACC IN PHS)002A		PCN SA036-T10
	2	Z	Z	z	Z	Z	Z	Z	Z	z	z	Z	Z	Z	Z	z	Z	Z	2	Z	H. 0	4 :	z :	2 :	Z	REST	LFS0		36-T1
																										WVD			0

PREP	PREPARED 17 DEC 2014 14:38		INDIVI	DUAL TRAI	INDIVIDUAL TRAINING SUMMARY	~	,	AS OF 17 DEC 2014	C 2014	PCN SA036-T10	036-T1	·
			CURR	ENT TRAIN	CURRENT TRAINING PERIOD							
NAME	NAME: \overline{MN} PHYSICAL DUE DATE: 10 FEB 16	16	GRADE: MAJ SSAN: PHYSIOLOGICAL DUE DATE: 31 MAY 16	SSAN: UE DATE: 31	L MAY 16	T 0	CREW POSITION: EN A	ON: EN A	CREW POSITION: EN A UNIT: 0002ALFSQ	IIT: 0002 15	ALFSQ	
PGM	QUALIFICATION PROFILE	TASK NAME	TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	REM	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	OVR IN	REST	WVD
GT	C130 GRND TRNG ALL	TACTICS-MR	6060	0	н		09 JUN 14		31 DEC 15		z	
GT	C130 GRND TRNG ALL	INTEL TRNG-MR	6070	0	ш		09 JUN 14		31 DEC 15		z	
GT	C130 GRND TRNG ALL	ANTI-HIJACK-MR	6090	0	0		30 JAN 12		31 DEC 14		2	
GT	C130 GRND TRNG ALL	LOAC	G100	0	0		24 JUN 13		30 JUN 15		Z	
GT	C130 GRND TRNG ALL	ISOPREP REV	6120	0	¥		06 JUN 14		31 DEC 14		z	
GT	C130 GRND TRNG ALL	MASK FIT TEST	G183A	0	0		10 JAN 12				z	
GT	C130 GRND TRNG ALL	INITIAL CRM	6231	0	0		30 AUG 96				Z	
GT	C130 GRND TRNG ALL	9MM SML ARM	G280	0	0		14 JUN 13		30 JUN 15		Z	
GT	C130 GRND TRNG ALL	SABC	G281	0	0		18 DEC 13		31 DEC 15		Z	
GT	C130 GRND TRNG ALL	USE OF FORCE	6283	0	1		13 APR 14		31 DEC 15		z	
GT	C130 GRND TRNG ALL	EX ORD RECON	G284	0	0		03 JUL 13		03 JUL 15		Z	
GT	C130 GRND TRNG ALL	DENTAL EXAM	Н020	0	0		29 JUL 13		31 JUL 14	YES	z	
GT	C130 GRND TRNG ALL	LS FAM TRNG -G	LL01	0	0		20 DEC 11				z	
GT	C130 GRND TRNG ALL	EGRESS C130-GND	LL03	0	0		20 DEC 11		31 DEC 14		z	
GT	C130 GRND TRNG ALL	AIRCREW CW	LL04	0	0		23 FEB 12		31 DEC 14		z	
GT	C130 GRND TRNG ALL	EGRES W/ACDE	LL05	0	0		23 FEB 12				z	
GT	C130 GRND TRNG ALL	A. L/S EQUIP-MR	LL06	0	ō		20 DEC 11		31 DEC 14		z	
ST	C130 GRND TRNG ALL	AFE FIT CHECK-GND	D LL07	0	1		02 SEP 14		30 SEP 17		z	
១	C130 GRND TRNG ALL	THEAT INDOC	M060	0	0						Z	
ସ	C130 GRND TRNG ALL	INT NVG TRNG	LOAN	0	0		10 APR 97				z	
GT	C130 GRND TRNG ALL	NVG GRND REF-MR	E0AN	0	ц		09 JUN 14		30 JUN 16		z	
GT	C130 GRND TRNG ALL	PUBS CHECK	0000	0	н		03 FEB 14		28 FEB 15		Z	
GT	C130 GRND TRNG ALL	FEF REVIEW	0170	0	H		04 NOV 14		30 NOV 15		z	
GT	C130 GRND TRNG ALL	LOCAL SURV -G	5501	0	0		20 DEC 11				Z	
									4	AMC PAGE	Eω	
				PAGE 3	ω							
				100								

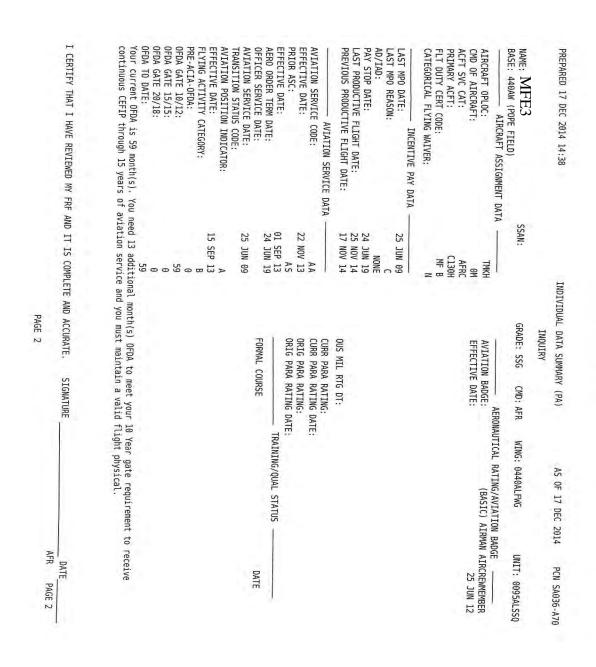
PREP	PREPARED 17 DEC 2014 14:38	w	1	CURREN	INDIVIDUAL TRAINING SUMMARY CURRENT TRAINING PERIOD	ING SUMM, NG PERIO	ARY		AS OF 17 DEC 2014	C 2014	PC	PCN SA036-T10	0
NAME	NAME: \overline{MN} PHYSICAL DUE DATE: 10 FEB 16	16	GRADE: MAJ SSAN: PHYSIOLOGICAL DUE DATE: 31 MAY 16	SSAN:	N: DATE: 31	MAY 16		CREW POSITION: EN A RECORDS REVIEW DUE DATE:	ON: EN A		$\prec \subseteq$	UNIT:	UNIT: 0002ALFSQ 31 MAY 15
PGM	QUALIFICATION PROFILE	TASK NAME		TASK ID	VOL/DUR REQ	VOL/DUR ACCOMP	REW W	DATE LAST	DATE IN PHASE	DATE DUE		OVR	OVR IN
ST	C130 GRND TRNG ALL	CBT SERE TNG-MR		SS02	0	e		08 MAY 14		31 MAY 17			
GT	C130 GRND TRNG ALL	CNDCT CPTR		5503	0	0		06 MAR 12		31 MAR 15			
S	C130 GRND TRNG ALL	WATER SURV -MR		SS05	0	н.		09 MAY 14		31 MAY 17			
গ্ৰ	C130 GRND TRNG ALL	ERCHUTE TRNG-MR		5506	0	e.		05 AUG 14		31 AUG 17			
্ব	C130 GRND TRNG ALL	CONT SERE INDOC		5507	0	0		06 MAR 12					
G	C130 GRND TRNG ALL	INT CMBT SURV		SS20	0	0		23 JUL 96					
ST	C130 GRND TRNG ALL	INT WATER SURV		SS31	0	0		30 JUL 96					
ST	C130 GRND TRNG ALL	VTRAT INITIAL		VT01	0	0		04 OCT 11					
15	C130 GRND TRNG ALL	VTRAT REF		VT03	0	-		26 APR 14		31 DEC 15			
व	C130 GRND TRNG ALL	GD NO GO		XGNG	0	0							
GT	C130 GRND TRNG ALL	SEMIS -MR		XSEMI	0	2		01 JUL 14		31 DEC 14			
GT GT	C130 HALO CERT	HALO CERT (NAV)		Q555	0	0		05 APR 12					
GT	C130 NAV GROUND	QUAL EVAL -MR		AAO1	0	p.		03 FEB 14		31 JUL 15			
GT	C130 NAV GROUND	COMM-MR		G080	0	2		09 JUN 14		09 JUN 15			
GT	C130 NAV GROUND	IRC COURSE -MR		G130	0	1		11 JUN 14	31 MAR 15	30 JUN 15			YES
GT	C130 NAV GROUND	CRM REFRESH -MR		G230	0	1		26 APR 14		31 DEC 15			
GT	C130 NAV GROUND	NAV REF TNG -MR		G600	0	1		26 APR 14		31 DEC 15			
GT	C130 NAV GROUND	MISSION EVAL-MR		Q003	0	ц		03 FEB 14	31 JAN 15	31 JUL 15			YES
GT	C130 NAV GROUND	NVG A/D CERT		Q547	0	0		16 AUG 04					
GT	C130 NAV GROUND	NVG A/L CERT		0548	0	0		16 AUG 04					
GT	C130 NAV GROUND	NVG ASLT CERT		Q549	0	0		15 MAR 12					
GT	C130 OPS SUP	OPS SUP		XOPS	0	0		13 JUL 12		31 JAN 13		YES	YES
GT	JPADS PHASE 2	JPADS PHASE 2		0522	0	0		14 NOV 11					
											200		7.01

G1.7.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
MAJ	MN	C-130H	0	12.3	19.1	22.1

G1.8. MFE3

G1.8.1. INDIVIDUAL DATA SUMMARY



	I CERTIFY THAT I HAVE REVIEWED MY FRF AND I	DUTY PHONE: OFFICE SYMBOL; MBR SVC CAT; LAST PHYS DATE; PHYS CODE; PHYS AVAIL CODE; PHYS AVAIL DATE; PHYSIOLOGICAL TNG DATE; PHYSIOLOGICAL DUE DATE; PHYSIOLOGICAL DUE DATE; DATE OF BIRTH; DUTY AFSC; EFFECTIVE DATE OF DUTY; PAS CODE; SHORT TOUR INDICATOR; DATE RETURN FROM OVERSEAS; DATE OF RANK; DATE OF SEP/OBLIGATION; DATE DEP LAST DUTY STA; DATE DEP LAST DUTY STA; DATE ARR THIS STATION; PERSONNEL RECORD STATUS; PROJECTED DAFSC; PROJEC	NAME: MFE3 BASE: 440AW (POPE FIELD) SSAN:
PAGE 1	IT IS COMPLETE AND ACCURATE.	DOIF AFRC 11 JAN 14 10 APR 15 11 JAN 14 08 JAN 19 14 SEP 13 V11LFLMZ N 01 SEP 13 14 SEP 19 31 DEC 09 15 SEP 13 15 SEP 13 16 SEP 13	INQUIRY SERVICE OF THE STATE O
	SIGNATURE	SECURITY CLEARANCE: SECURITY CLEARANCE DATE: SECURITY CLEARANCE DATE: SECURITY CLEARANCE DATE: RESTRICTED AREA BADGE NO: PROFESSIONAL QUAL INDEX (PQI): PROFESSIONAL QUAL INDEX DATE: DATE ASSIGNED JUMP STATUS: DATE ASSIGNED JUMP STATUS: SYSTEM MANAGEMENT HARM CODE: DEPLOYED HARM CODE: DEPLOYED DATE: REDEPLOYED DATE: SPECIAL CAT ID: RECORDS REVIEW ACC DATE: RECORDS REVIEW DUE DATE: RECORDS REVIEW STATUS CODE:	CMD: AFR WING: 0440ALFWG
AFR PAGE 1	DATE	S 09 SEP 14 TMKH 19 OCT 14 31 AUG 15	PCN SA036-A70 UNIT: 0095ALSSQ

G1.8.2. INDIVIDUAL FLYING HISTORY REPORT

GRAND TOTAL

249 6 142.9 03 NOV 09	2	17	7	7	97	7/4	I GIAL GOVETER
249 0 142.9	Ž	0	0	1 0	,	4	TOTAL CORTIES
249	NAR ITME) G	0 0	D (Đ	9	CMBT SUPPORT SORTIES
249	TEL	0 0	Ð	0	0	249	COMBAT SORTIES
2/10	JI.	0	0.0	0.0	0.0	0.0	CMBI SUPPORT TIME
	COMBAT SORTIES	0.0	0.0	0.0	0.0	229.0	COMBALLIME
489	TOTAL SORTIES	11.4	0.0	1.0	0.0	220.0	COMPAT TIME
0.0	COMBAT SUPT TIME	0.0	0.0	0.0	0.0	101.0	NVG TIME
229.0	COMBAT TIME	0.0	0.0	0 0		0 0	PRIMARY SIM INST
0.0	CIVILIAN IIME	12.4	0.0	0.0	9.0	9	PRIMARY INST
0.0	TORELGN MILL LIME		D +	0 0	9	194.4	NIGHT
0.0	CONTEN OF PILE LINE	0.0	 	 •	0.0	12.4	OTHER TIME
	OTHER IIS MIL TIME	0.0	0.0	0.0	0.0	0.0	EVALUATOR TIME
00.	STIDENT TIME	0.0	0.0	0.0	0.0	0.0	INSTRUCTOR TIME
760 1	TOTAL TIME	0.0	0.0	0.0	0.0	0.0	OFCONDANT LINE
12.4	OTHER TIME	43.5	19.0	TO.0	0.0	0 1	SECONDARY TIME
0.0	EVALUATUR TIME	43.0	10.5	10.0	20.00	704 7	PRIMARY TIME
0.0	THE TOTAL ON THE	דד מרכ מס		3	36.0	716.6	TOTAL TIME
	THETELECTOR TIME	DEC		02 OCT 09	17 MAY 14	25 NOV 14	DATE LAST FLOWN
9	SECONDARY TIME	03 NOV 09	10 AUG 09	24 AUG 09	T/ JUL 10		DATE TENST FLOWN
747.7	PRIMARY TIME	F	un un	F	17 III D	1	DATE EIDET EI OUN
FLIGHT ENG	CREW POSITION FLIC	C130E(S)	SPCISOE(Q)	SUCTORE (A)	OTICE DOLL (A)	ME	ELT DIV CERT CODE
			000000000000000000000000000000000000000	CMC130E/01	SMC130H(O)	(130H/S)	ATROBART MDS
	CAREER TOTALS						AIRCRAFT TOTALS
SC DATE: 22 NOV 13 PE FIELD)	FAC: B OFDA: 59 ASC: AA ASC DATE: 22 NOV 13 UNIT: 0095ALSSQ BASE: 440AW (POPE FIELD)	FAC: B (GRADE: SSG API: A PRI ACFT: Cl30H		SSAN: PRI CRW POS: F	40ALFW	NAME: NIHE3 CMD: AFR WING: 0440ALFW
			INQUIRY				
1 CIT UNOUG-1 40							
PCN SABSE EAD	AS OF 17 DEC 2014	(PA)	FLYING HISTORY REPORT (PA)	FLYING		014 14:38	PREPARED 17 DEC 2014 14:38

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G1.8.3. INDIVIDUAL FLIGHT DATA REPORT

NAME MTE3 RAWK: SSGT SSAN: PRI ACT: CI30H CREW POSN: WF B AGE: LST PHYS: II JAN I4 API: A PAC: B ASC: AA ASC: AA PAC: ABSC: AA PAC: ABSC: AA PAC: ABSC: AA PAC: ABSC: AA PAC: ABSC: AA PAC: ABSC: AA PAC: ABSC: AA PAC: ABSC:										
MHE3 NAFE3 RANK: SSGT POSN: MF B C130H C130H SMC130H C130E C130H SMC130H C130E C130E SMC130E C130E SMC130E C130E SMC130E			142.9	0.0	1.0	11.4	0.0	131.5	NVG:	
RED 17 DEC 2014 14:39 RED 17 DEC 2014 14:39 RANK: SSGT SSAN: PRI / ROSN: WF B AGE: LST PHYS: 11 JAN 14 API: A FAC: B LST CHMB: 08 JAN 14 MAJCOM: AFR C130H SWC130H C130E SWC130E SPC130E ACFT OF TOTAL OF TOTAL OF THE STAN 14 API: A FAC: B SWC130E SPC130E ACFT OF TOTAL OF THE SWC130E SPC130E SPC130E SPC130E ACFT OF TOTAL OF THE SWC130E SPC130E ACFT OF TOTAL OF TOTAL OF TOTAL OF THE SWC130E SPC130E SPC130E SPC130E SPC130E SPC130E SPC130E SPC130E ACFT OF TOTAL			0.0	0.0	0.0	0.0	0.0	0.0	CMBT SUPT:	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 RANK: SSGT SSAN: PRI / API: A FAC: B LST PHYS: 11 JAN 14 PAJCOM: AFR (PART-1) (PART-1) C130H SMC130H C130E SMC130E SPC130E ACFT UF UF TOTAL TIME: 716.6 36.0 43.5 21.0 20.5 760.1 TIME: 704.2 36.0 43.5 18.0 19.0 747.7 NDARY 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 AATOR: 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 UCTOR: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			229.0	0.0	0.0	0.0	0.0	229.0	COMBAT:	
MHE3 NAFE3 RAMK: SSGT POSN: MF B C130H C130H C130H C130E C130H C130E			12.4	1,5	3.0	0.0	0.0	12.4	OTHER:	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 RANK: SSGT SSAN: PRI / PR			0.0	0.0	0.0	0.0	0.0	0.0	EVALUATOR:	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 RANK: SSGT SSAN: PRI / POSN: MF B AGE: LST PHYS: 11 JAN 14 PAT: A FAC: B LST CHMB: 08 JAN 14 PAJCOM: AFR (PART-1) (PART-1) C130H SMC130H C130E SMC130E SC130E ACFT UF UF TOTAL TIME: 716.6 36.0 43.5 21.0 20.5 760.1 TARY: 704.2 36.0 43.5 18.0 19.0 747.7 UDARY 0.0 0.0 0.0 0.0 0.0 0.0			0.0	0.0	0.0	0.0	0.0	0.0	INSTRUCTOR:	
MHE3 NAFE3 RANK: SSGT RANK: SSGT POSN: MF B C130H C130H SMC130H C130E C130H SMC130H C130E C130E SMC130E SM			0.0	0.0	0.0	0.0	0.0	0.0	SECONDARY	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 POSN: MF B AGE: LST PHYS: 11 JAN 14 API: A FAC: B LST CHWB: 08 JAN 14 MAJCOM: AFR (PART-1) C130H SMC130H C130E SMC130E SPC130E ACFT POSN: MF B MF B UF UF UF TOTAL D: 01 02 00 00 00 TIME: 716.6 36.0 43.5 21.0 20:5 760.1			747.7	19.0	18.0	43.5	36.0	704.2	PRIMARY:	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 POSN: MF B AGE: LST PHYS: 11 JAN 14 PAT: A FAC: B (PART-1) (PART-1) C130H SMC130H C130E SMC130E SPC130E ACFT OSN: MF B MF B UF TOTAL D: 00 00 00 00			760.1	20.5	21.0	43.5	36.0	716.6	TOTAL TIME:	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 POSN: MF B AGE: LST PHYS: 11 JAN 14 PAJCOM: AFR (PART-1) C130H SMC130H C130E SMC130E UF UF TOTAL				90	00	00	02	01	SEQ NO:	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 POSN: MF B AGE: LST PHYS: 11 JAN 14 LST CHMB: 08 JAN 14 (PART-1) C130H SMC130H C130E SMC130E SPC130E ACFT			TOTAL	두	un un	u,	MF B	MF B	CREW POSN:	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 POSN: MF B AGE: LST PHYS: 11 JAN 14 LST CHMB: 08 JAN 14 MAJCOM: AFR (PART-1)			ACFT	SPC130E	SMC130E	C130E	SMC130H	C130H	MDS:	
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MTE3 RANK: SSGT SSAN: PRI / POSN: MF B AGE: LST PHYS: 11 JAN 14 LST CHMB: 08 JAN 14 MAJCOM: AFR				(1-1)	(PAR					
RED 17 DEC 2014 14:39 INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014 MFF.3	ASC:	FAC: B	API: A IAJCOM: AFR	14	NAC 11 SAN		GE:	B	CREW POSN: MF DAFSC: 1A171	
INDIVIDUAL FLIGHT DATA AS OF 17 DEC 2014		2	COM.	CCCT	DANK					
		DEC		FLIGHT DAT	NDIVIDUAL	I	14:39	DEC 2014	PREPARED 17	

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28 SEP 0.0	0.0 0.0	18 OCT 2.9		28 OCT 2.7	97 N	17 N		27 N	97 [17 [AIR	TOTAL FLYING TIME: GRAND TOTAL:	NAME: MFE3 CREW POSN: MF DAFSC: 1A171	PREPARED 17 DEC 2014 14:39
0 7	0 =	.9 7		79	0.0V	NOV 1.5		0.0	DEC 0.0	DEC 0.0	CRAF	: G TI	ı≅Ω B	DEC
27 SEP 0.0	07 OCT 0.0	17 OCT 0.0	60	27 OCT 0.0	96 NOV	16 NOV 0.0	30	26 NOV 0.0	06 DEC	16 DEC 0.0	TYPE RE	ME:	AGE:	2014 14:
26 SEP 0.0	06 OCT 0.0	16 OCT 2.5	DAYS TOT	26 OCT 4.1	0.0 0.0	15 NOV 0.0		25 NOV 0.7	05 DEC 0.0	15 DEC 0.0	AIRCRAFT TYPE REQUEST: ALL	760.1 760.1		39
25 SEP 0.0	05 OCT 0.0	15 OCT 0.0	AL FLYING	25 OCT 0.0	0.0 0.0	14 NOV 0.0	AL FLYING	24 NOV 0.0	04 DEC 0.0	14 DEC 0.0			LST PHYS: LST CHMB:	IN
24 SEP 0.0	04 OCT 0.0	14 OCT 0.0	DAYS TOTAL FLYING TIME: 22.7	24 OCT 2.8	0.0 E0	13 NOV 0.0	DAYS TOTAL FLYING TIME: 0.7	23 NOV 0.0	03 DEC 0.0	13 DEC 0.0	(PART-2)	TOTAL PRI MDS PRIMA	RANK 11 JAN 08 JAN	INDIVIDUAL FLIGHT DATA
23 SEP 2.6	0.0 0.0	13 OCT 0.0	.7	23 OCT 0.0	02 NOV 0.0	12 NOV 2.4	7	22 NOV 0.0	02 DEC 0.0	12 DEC 0.0	-2)	MARY/INSTRI		FLIGHT DA
22 SEP 0.0	92 OCT 9.0	12 OCT 0.0	DAYS FLOWN: 9	22 OCT 0.0	0.0 0.0	0.0 0.0	DAYS FLOWN: 1	21 NOV 0.0	01 DEC 0.0	11 DEC 0.0	AIRCRAFT	TOTAL PRIMARY/INSTRUCTOR TIME: MDS PRIMARY/INSTRUCTOR TIME:	SSAN: API: A MAJCOM: AFR	
21 SEP 2.0	0.0 0.0	11 OCT 0.0	W: 9	21 OCT 0.0	31 OCT 0.0	10 NOV 0.0	WN: 1	20 NOV 0.0	30 NOV 0.0	10 DEC 0.0	AIRCRAFT MDS REQUEST: C130H	. ME		AS OF 17 DEC 2014
20 SEP 0.0	30 SEP 0.0	10 OCT 0.0		20 OCT 3.1	30 OCT 3.0	69 NOV 2.4	1	19 NOV	29 NOV 6.0	09 DEC 0.0	EST: C130H	820.7 747.7	PRI AC	
19 SEP 0.0	29 SEP 0.0	09 OCT		19 OCT 0.0	29 OCT 0.0	0.0 0.0		18 NOV	28 NOV 0.0	08 DEC			ACFT: C130H ASC: AA	PCN SA036-F60

90 DAYS TOTAL FLYING TIME: 32.7

G1.8.4. INDIVIDUAL FLIGHT RECORD REPORT

NAME: MFE3 COD: AFR VING: 0440ALFNG UNIT: 0095ALSSQ ACFT OPLOC: TINM FOR COD: AFR VING: 0440ALFNG UNIT: 0095ALSSQ ACFT OPLOC: TINM COD: AFR COD: AFR VING: 0440ALFNG UNIT: 0095ALSSQ ACFT OPLOC: TINM COD: AFR COD																		THE PARTY OF THE	11000		4	דבע דו	T CERTIEV TUAT
NATE: MING: 0440ALFWG UNIT: 0095AL5SQ XCFT OPLOC; TWKH TAIL UNIY DATE UNIB POSN PRI SEC INST EVAL OTH TOTAL SRT CAS SRT VITE INS INS WG RES N/S 173 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	н	PAGE	AFR																				
INQUIRY TAIL DUTY DATE NING: 0440ALFWG UNIT: 00095AL5SQ ACFT OPLOC: TINGH TOTAL SRT CNB VST VIIIE INS INS WG RES N/S TOTAL DUTY DATE NING: 0440ALFWG UNIT: 00095AL5SQ ACFT OPLOC: TINGH TOTAL SRT CNB SRT C/S STM VIIIE INS INS WG RES N/S TOTAL DUTY DATE NING: 0440ALFWG NING: 0440ALFWG DOSN PRI AIRCRAFT: SAN: CNB C/S STM VIIIE INS INS WG RES N/S TOTAL SRT CNB SRT C/S SRT VIIIE INS INS WG RES N/S TOTAL DUTY DATE NING: 0440ALFWG	20140725		0.7		0.0		0	0.0	0	0.0	1	2.2	0.0		0.0	0.0	2	3			JUL	24	HOST
INQUIRY NATE: WING: 0440ALFWG. UNIT: 0095AL5SQ. SAN: AFR WING: 0440ALFWG. UNIT: 0095AL5SQ. ACFT OPLOC: TPIKH TAIL DATE NATE 0140714		9 9		0.0		0	0.0	0	0.0	w	2.7	0.0	0.0	0.0	0.0	1	i ¥			JUL	1	LOCA	
SAM: WING: 0440ALFWG UNIT: 00995ALSSQ SCFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACFT OPLOC: TNKH TAIL DATE WING: 0440ALFWG UNIT: 00995ALSQ ACF	20140707						0	0.0	0	0.0	H	3.0	0.0	0.0	0.0	0.0	1 0	N T		9)	JUL) <u>-</u>	TOOL
INQUIRY MTHS: 0440ALFWG UNIT: 0095AL5SQ SSAN: AFR WING: 0440ALFWG UNIT: 0095AL5SQ SCFT UPLOC: TMKH TAIL DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS WG RES N/S 13 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	20140701						0	0.0	0	0.0	щ	4.0	0.0	0.0	0.0	0.0					NO.	12	1300
MFE3 WING: 0440ALFWG UNIT: 0095AL5SQ SAN: DATE VING: 0440ALFWG UNIT: 0095AL5SQ ACFT OPLOC: TWKH TAIL DATE VING: 0440ALFWG UNIT: 0095AL5SQ ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALFWG ACFT OPLOC: TWKH DATE VING: 0440ALFWG UNIT: 0440ALF	20140619						0	0.0	0	0.0	ب	1.5	0.0	0.0	0.0	0.0					NON) <u> </u>	HOCT
MFE3 WING: 0440ALFWG UNIT: 0005AL5SQ ACFT OPLOC: TMKH TAIL DUTY DATE TAIL DUTY TAIL DUTY DATE TAIL DUTY DATE TAIL DUTY DATE TAIL DUTY TAIL DUTY DATE TAIL DUTY DATE TAIL DUTY DATE TA	20140616						0	0.0	0	0.0	2	4.8	0.0	0	0.0	0.0					100	1.5	1300
MFE3 WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TWKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITTE INS INS NWG RES N/S 13 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 2.0 1 0.0 0.0 0.0 0.0 0.0 3.1 0.0 0.0 0.0 0.0 3.1 1 0.0 0.0 0.0 0.0 0.0 0.0 3.1 1 0.0 0.0 0.0 0.0 0.0 0.0 3.1 1 5 17 JAN 14 88-4401 MF 3.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	20140527		0.0				0	0.0	0	0.0	2	2.9	0.0	0		0.0						1.	HOEL
MFE3 WING: 0440ALFWG UNIT: 00095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S 1.3 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 3.1 1 0.0 0 0.0 0.0 0.0 0.0 1.0 1.5 1.8 1.7 JAN 14 88-4401 MF 2.0 0.0 0.0 0.0 0.0 0.0 3.1 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 1.1 1 S.	20140520						0	0.0	0	0.0	2	3.0	0.0	. 0		00	· •	37			N -		HUELL
MFE3 WING: 0440ALFWG UNIT: 0095ALSSQ SCAN: DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS ING RES N/S 13 DEC 13 87-9284 MF 2.0 0.0 0.0 0.0 0.0 3.8 1 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5	20140520						0	0.0	0	0.0	2	3.0	0.0		0.0	0.0	0	¥ 7			MAY		MCTSO
MFE3 NATE VING: 0440ALFWG UNIT: 0095ALSSQ ACFT UPLUC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB C/S STN TOTAL SRT CMB C/S SRT NITE INS NVG RES N/S 13 DEC 13 87-9284 MF 3.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	20140428						0	0.0	0	0.0	2	3.0	0.0		0.0	0.0		3			MAY		MC130
MFE3 WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: ACFT OPLOC: TMKH DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S 13 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	20140428						0	0.0	0	0.0	2	3.7	0.0		0.0	0.0		ME			APR		C130H
MFE3 WING: 0440ALFWG UNIT: 00095ALSSQ SSAN: AFR WING: 0440ALFWG UNIT: 00095ALSSQ SCAPE OPLOC; TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S 13 DEC 13 87-9284 MF 3.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	20140424						0	0.0	0	0.0	-	۵. ₀	0.0		0.0	0.0		MF	5-0414		APR	2	C130H
MATE3 ***IMG: 0440ALFWG UNIT: 0095ALSSQ ***SAN: ***AFT OPLOC: TMKH** ***TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRI CMB SRI C/S SRI NITE INS INS NVG RES N/S 13 DEC 13 87-9284 MF 2.0 0.0 0.0 0.0 0.0 3.1 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1	20140410						0	0.0	0	0.0	ы	3.1	0.0		0.0	0.0		MF	7-9284		APR	2	C130H
MFE3 ***ING: 0440ALFWG*** UNIT: 0095ALSSQ*** SSAN: DATE VING: 0440ALFWG*** UNIT: 0095ALSSQ*** ACFT OPLOC: TMKH*** ***ING: 0440ALSQ*** UNIT: 0095ALSSQ*** ACFT OPLOC: TMKH*** ***ING: 0440ALSQ*** UNIT: 0095ALSSQ*** ACFT OPLOC: TMKH*** ***ING: 0440ALSQ*** UNIT: 0095ALSQ*** ACFT OPLOC: TMKH*** ***ING: 0440ALSQ*** UNIT: 0095ALSQ*** ACFT OPLOC: TMKH*** ***ING: 0440ALSQ*** UNIT: 0095ALSQ*** ACFT OPLOC: TMKH*** ***ING: 0440ALSQ*** UNIT: 0440ALSQ*** ACFT OPLOC: TMKH*** ***ING: 0440ALSQ*** UNIT: 0440ALSQ*** ACFT OPLOC: TMKH*** ***ING: 0440ALSQ*** UNIT: 0440ALSQ*** ACFT OPLOC:	20140410						9	0.0	0	0.0	1	1.7	0.0		0.0	0.0		MF	5-0414		APR	1	CISOH
MFE3 WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: DATE TAIL DUTY DATE DAT	20140331						9 (0.0	0	0.0	_	1.3	0.0		0.0	0.0		MF	5-0414		APR	0	C130H
FE3 WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: DATE TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH OTH OTH OTH OTH OTH OTH OT	20140303						O	0	0	0	1	3.0	0.0		0.0	0.0		MF	3-4401		MAR		C130H
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FE3 WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: DATE TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRA SSAN: CMB C/S SIN CMB SRT C/S SRT NITE INS INS NVG RES N/S 13 DEC 13 87-9284 MF 2.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	20140220				0 0		D (9	o	0.0		2.3	0.0		0.0	0.0		M	5-0414		FEB		C130H
FE3 WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S 13 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 0.0 3.8 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2014020				0 0		o 0	0 0	o (0.0		3.1	0.0		0.0	0.0		MF	5-0411		FEB		C130H
FE3 WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB CVS SRT NITE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT CVS SRT NITE INS INS NVG RES N/S 13 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2014020				0 0		o c	9 0	0			2.3	0.0	0.0	0.0	0.0		ME	8-4403		FEB		C130H
TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S 13 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	20140130			0 0	0 0		D (0 0	o (0 0		3.0	0.0	0.0	0.0	0.0		MF	8-4403		JAN		C130H
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INQUIRY FE3 WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INST SRS NVG RES N/S 07 JAN 14 88-4401 MF 2.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2014011			0 0	0 0		D C	D 0		0.0	٠,	2.7	0.0				2.7	¥.	8-4405		JAN		C130H
INQUIRY FE3 WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SIM CMB C/S SRT NITE INS INS INS RES N/S 13 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 3.8 1 0.0 0 0.0 0.0 0.0 0.0 0.0 3.8 5 07 JAN 14 88-4401 MF 2.0 0.0 0.0 0.0 0.0 0.0 2.0 1 0.0 0.0 0.0 0.0 0.0 0.0 3.8 5 O7 JAN 14 88-4401 MF 2.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2014010) i	0 0	0 0		D 0	0 0		0 0	٠,	ω :	0.0					M	6-0414		JAN		C130H
INQUIRY FE3 WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: OATE VALL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INS NVG RES N/S 13 DEC 13 87-9284 MF 3.8 0.0 0.0 0.0 0.0 3.8 1 0.0 0 0.0 0.0 0.0 0.0 0.0	2013121		0	0 0	0 0	0 0	0 0	0 0		0 0		20	0.0	0.0		0.0		¥	8-4401	14 8	7 JAN	0	C130H
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TAIL DUTY TAIL DUTY	UPDATED	RES N/S		SNI	INS	NITE	SRT	C/S				IOIAL	CIH	EVAL	TNS	שכני	177	FOOM	Cirio		1		Č
INQUIRY FE3 WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH GRADE: SSGT PRI CREW POS: F	DATE			MIS			2/2]	1	1		B	DUTY	AIL	z <u>-</u> 1	ATE	5	MDS
	С130Н	RAFT:	I AIR	R		EW POS	RI CR		: 550	GRADE		: TMK	OPLOC:	SSAN	90	95ALS	IT: 00)440ALFWG	NG: 6		MFE	NAME:
												NQUIRY	Ð										
				7		AU UT			Viel C	11.01.	Section 15	Action as	- CO.	The same of the same of									

NITE INS INS NVG RES N/S 0.0 0.0 0.0 0.0 2 S 1.0 0.0 0.0 1.5 33 S 0.4 0.0 0.0 0.0 1.5 33 S 0.9 0.0 0.0 0.0 0.0 1 S 1.7 0.0 0.0 0.0 0.6 1 S 1.0 0.0 0.0 0.0 0.0 1 S 1.0 0.0 0.0 0.0 1.0 1 S 0.0 0.0 0.0 0.0 1 S 1.0 0.0 0.0 0.0 1 S 1.0 0.0 0.0 0.0 1 S 1.0 0.0 0.0 0.0 1 S 2.5 0.0 0.0 0.0 0.3 3 S 1.5 0.0 0.0 0.0 2.5 33 S 2.4 0.0 0.0 0.0 2.5 33 S 2.4 0.0 0.0 0.0 33 S 2.5 0.0 0.0 0.0 33 S C/S N/A 0.0 0.0 0.0 33 S N/A 0.0 0.0 0.0 0.0 0.0 O 32.3 0.0 0.0 O 0.0 0.0 0.0 0.0 0.0 O 32.3 0.0 0.0 0.0 O 0.0 0.0 0.0 0.0 0.0	PRI SEC INST 16.2 0.0 0.0 9.0 0.0 0.0 0.0 0.0 0.0	RPA: 9.0
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.2 0.0 0.0 0.0 0.0 3.7 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2 5 0.0 0.0 0.0 0.0 0.0 3.7 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	87-9284	
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SEC 1837 EVAL OIR IDIAL SKI CMB SKI C/S SRT NITE INS INS NVG RES N/S	14 86-0414 MF	C130H 28 JUL
CEC TACK CAN OTH TOTAL CAN CAN	NUMB	DATE
	TAIL DUTY	
UNIT: 0095ALSSQ ACFT OPLOC: TMKH GRADE: SSGT PRI CREW POS: F PRI AIRCRAFT: C130H	WING: 0440ALFWG UNI	NAME: MFE3 CMD: AFR W
INQUIRY		

G1.8.5. INDIVIDUAL TRAINING SUMMARY

			GT	6	9 9	7 9	1	ទា	ମ	GT	១	্ব	GT	GT	GI	AA	AA	AA	AA	AA	: AA	A	AA	A	AA	AA	· AA	CD PGM	PHY		
			C130 FLT ENG GROUND	C130 FLT ENG GROUND	CLOS FLI ENG GROUND	CISO FLI ENG GROUND	C130 ELT ENC CECUNE	C130 FIT ENG GROUND	C130 FLT ENG GROUND	C130 FLT ENG GROUND	C130 FLT ENG GROUND	C130 FLT ENG GROUND	C130 FLT ENG GROUND	C130 AIRCRFT DEMO GT	BANNER CERTIFICATION	FE MSN FTL B	FE MSN FTL B	FE MSN FTL B	FE MSN FTL B	FE MSN FTL B	FE MSN FTL B	FE BASIC FTL B	FE BASIC FTL B	FE BASIC FTL B	FE BASIC FTL B	FE BASIC FTL B	FE BASIC FIL B	-	NAME: MFE3 PHYSICAL DUE DATE: 10 APR 15		
			NVG A/L CERT	NVG A/D CERT	MISSION EVAL-MR	HERK REPAIR	WA AVULU	THE WEIGHT	STM DEEDESH MD	CRM REFRESH MD	FF SYS BEE MB	APP PIT FAM MR	Ollai EVAI MB	ACET DEMO GT	BANNER CERT	TAC MSN EVENT	RADAR THREAT	IR THREAT EVENT	OPTICAL THREAT	MED/HI OR JPADS A/D	BASIC A/D EVENT	PEN/ RAPID DESC	ACDTQT	APPROACH-TERPS	NVG A/L EVENT	NVG EVENT	PROF SORTIE	TASK NAME	15		
			0.	0	0	9	6																						GRADE: SSGT SSAN: PHYSIOLOGICAL DUE DATE: 31 JAN 19		
			0548	0547	Q003	6601	6310	6250	6230	6220	9579	AAUL	YOU	1	0544	MOSO	FF29	FE19	FE09	AD09	AD01	RS46	P280	P145	NV05	NV02	M010	TASK ID	SS.	CURRE	
PAGE 1		÷	0	0	0	0	0	0	0	0	œ	0	C) G	2	S	ם פ	0	0	0	w	1	0	0	2	<u>_</u>	6	VOL/DUR REQ	SSAN: UE DATE: 31	CURRENT TRAINING PERIOD	
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		דד מדר מא	11 DEC 00	11 DFC 00	14 APR 14	26 OCT 14	11 DEC 09	17 MAY 14	17 MAY 14	26 OCT 14	16 JAN 14	14 APR 14	16 NOV 14	16 AUG 12	17 NOV 14	17 NOV 14	17 NOV 14	17 NON 14	17 NOV 14	22 1111 14	17 NOV 14	09 NOV 14	17 MAY 14	15 MAY 14	12 NOV 14	17 NOV 14	25 NOV 14	DATE LAST ACCOMP	CREW POSI RECORDS R		
					31 MAR 15							31 MAR 15																DATE IN PHASE	CREW POSITION: MF B RECORDS REVIEW DUE DATE: 31 AUG 15		AS OF 1/ DEC
	Α			20 3CF 13	30 SED 15	31 DEC 15		31 MAY 14	31 MAY 14	31 DEC 15	31 DEC 15	30 SEP 15				31 DEC 15	31 DEC 15	31 DEC 15	31 DEC 15	7		OT DEC 19	31 DEC 15	יו יפת וכ		CT MAC TO	31 101 15	DATE DUE	ATE: 31 AU		EC 2014
	AFR I						į	YES	YES																			OVR	NIT:		PC
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	7	Z	Z	Z	2	. 2	. 2	2 :	Z :	Z	H	Z	Z	Z	н	Н	I	H	I	н	Η	H	Z	H	H	н		ACC IN REST PHS CODE WAD	,LSSQ		PCN SA036-T10

PRE	PREPARED 17 DEC 2014 14:39		NI	DIVID	JAL TRAIN	INDIVIDUAL TRAINING SUMMARY	RY		AS OF 17 DEC 2014	C 2014	PCN SA036-T10	76-T10
				CURREN	IT TRAINI	CURRENT TRAINING PERIOD						
PHYS	NAME: MFE3 PHYSICAL DUE DATE: 10 APR 15	15	GRADE: SSGT SSAN: PHYSIOLOGICAL DUE DATE: 31 JAN 19	SS, DUE	AN: DATE: 31	JAN 19	7.0	CREW POSITION: MF B	D	UNIT: 0095ALSSQ ATE: 31 AUG 15	IT: 0095AL	_550
CD	QUALIFICATION PROFILE	TASK NAME		TASK	VOL/DUR REQ	VOL/DUR ACCOMP	REM %	DATE LAST	DATE IN PHASE	DATE DIJE		REST
9	C130 FLT ENG GROUND	NVG ASLT CERT		Q549	0			11 DEC 00			i	CODE WAD
GT	C130 GRND TRNG ALL	MOB FLDR REV		C040	0	ω		19 OCT 14		30 ADD 15		2
GT	C130 GRND TRNG ALL	PASSPORT		E030	0	0		97 MAR 19		97 MAR 15		. 2
GT	C130 GRND TRNG ALL	DOD CYBER AC		E100	0	H 3		20 SEP 14		20 SED 15		2
GT	C130 GRND TRNG ALL	INFO PROTECTION		E112	0	H		19 OCT 14		19 OCT 15		2 2
GT	C130 GRND TRNG ALL	HUMAN RELATIONS		E113	0	1		19 OCT 14		19 OCT 15		2 2
GT	C130 GRND TRNG ALL	FORCE PROTECT		E114	0	e		19 OCT 14		19 OCT 15		2 2
GT	C130 GRND TRNG ALL	UNIT INDOC-MR		1000	0	0		01 MAY 10				2 2
GT	C130 GRND TRNG ALL	MARSHALL TRG -G		G002	0	0		12 JAN 10				2 2
GT	C130 GRND TRNG ALL	CBRNE HANDS ON		G010	0	0		05 FEB 11		28 FFR 13	VEC	2
GT	C130 GRND TRNG ALL	ENAF AD ONLY		G055	0	0		11 DEC 09		1	Ī	2 2
GT	C130 GRND TRNG ALL	TACTICS-MR		G060	0	ı		07 FEB 14		31 DFC 15		2 2
GT	C130 GRND TRNG ALL	INTEL TRNG-MR		G070	0	_	47	07 FEB 14		31 DEC 15		2 2
ST	C130 GRND TRNG ALL	ANTI-HIJACK-MR	-	G090	0	H		19 OCT 14		31 DEC 16		2 2
F	C130 GRND TRNG ALL	LOAC		G100	0	0		07 DEC 13		31 DEC 15		2 2
GT	C130 GRND TRNG ALL	ISOPREP REV		G120	0	н		19 OCT 14		30 APR 15		2 2
GT	C130 GRND TRNG ALL	MASK FIT TEST		G183A	0	0		11 MAR 10				2 2
GT	C130 GRND TRNG ALL	INITIAL CRM	-	6231	0	0	7.7	11 DEC 09				2 2
ឡ		9MM SML ARM		G280	0	ù.		08 FEB 14		29 FEB 16		z
G		SABC		6281	0	1	-	11 JUN 14				2 :
GT		USE OF FORCE	0	G283	0	1		19 OCT 14		31 DEC 15		Z
GT	C130 GRND TRNG ALL	EX ORD RECON	0	G284	0	-	0	07 FEB 14		07 FEB 16		2 ;
ST	C130 GRND TRNG ALL	DENTAL EXAM	· +	H020	0	1	0	01 APR 14		30 APR 15		z :
61	C130 GRND TRNG ALL	LS FAM TRNG -G	-	LE01	0	0	N	22 FEB 10				Z ;
										AFR	R PAGE 2	
					PAGE 2							
					FAUE Z							

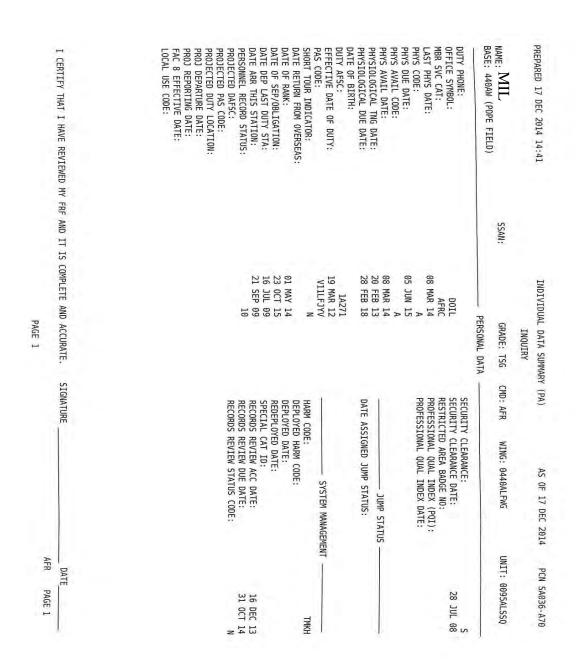
TASK NAME TASK NAME EGRESS C138-GND AIRCREW CW EGRES W/ACDE A, L/S EQUIP-MR AFE FIT CHECK-GND THEAT INDOC INT NVG TRNG NVG GRND REF-MR PUBS CHECK FEF REVIEW LOCAL SURV -G CBT SERE TNG-MR CNDCT CPTR WATER SURV -MR ERCHUTE TRNG-MR CONT SERE INDOC INT WATER SURV VTRAT INITIAL VTRAT REF GO NO GO SEMIS -MR C130 LCLA JPADS/ICDS CERT O LL03 LL03 0 LL05 0 LL06 0 LL07 0 0 0 0 0 0 0 0 0 0 0 0	LL03 LL04 LL05 LL06 LL06 LL07 M060 NV01 NV03 Q090 Q170 SS01 SS02 SS03 SS05 SS07 SS20 SS20 SS20 SS20 SS20 SS20 SS20	PREF	PREPARED 17 DEC 2014 14:39 NAME: MFE3 PHYSICAL DUE DATE: 10 APR 15	INDIVIDUAL TRAINING SUM CURRENT TRAINING PERI GRADE: SSGT SSAN: PHYSIOLOGICAL DUE DATE: 31 JAN 19
LL05 LL06 LL07 M060 NV01 NV03 Q990 Q170 SS01 SS02 SS03 SS05 SS05 SS06 SS06 SS20 SS20 SS207 SS20 SS207 SS20 SS207 SS20 SS20	LL05 0 LL06 0 LL07 0 M060 0 NV01 0 NV03 0 Q170 0 S501 0 S502 0 S503 0 S505 0 S520 0	C130 GRND TRNG ALL		EGRESS C130-GND AIRCREW CW
NUD LL06 NUD M060 NV01 NV03 0090 0170 SS01 SS02 SS03 SS05 SS06 SS07 SS20 SS20 SS20 SS20 SS20 SS20 SS20	NND LL06 0 NND LL07 0 NNO1 0 NV01 0 NV03 0 O090 0 O170 0 SS01 0 SS02 0 SS05 0 SS05 0 SS20 0	C130 GRND TRNG ALL		EGRES W/ACDE
M060 NV01 NV03 Q990 Q170 SS01 SS02 SS03 SS05 SS06 SS06 SS07 SS20 SS20 SS20 SS20 SS20 SS20 SS20	M066 0 0 NV01 0 NV03 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C130 GRND TRNG ALL		A. L/S EQUIP-MR
NV01 NV03 0990 0170 SS01 SS02 SS05 SS06 SS06 SS07 SS20 SS20 SS20 SS20 SS20 SS20 SS20	NV01 0 NV03 0 0090 0 0170 0 SS01 0 SS02 0 SS05 0 SS06 0 SS20 0 SS20 0 SS20 0 SS20 0 SS20 0 SS21 0 VT01 0 VT01 0 VT03 0 XSMG 0 XSEMI 0 0502 0			THEAT INDOC
NV03 0990 0170 SS01 SS02 SS03 SS05 SS06 SS07 SS20 SS20 SS31 VT01 VT01 VT03 XGNG XSEMI 0517	NV03 0 0999 0 0179 0 SS01 0 SS02 0 SS08 0 SS08 0 SS09 0 SS09 0 SS09 0 SS09 0 SS09 0 SS20 0 SS20 0 SS31 0 VT01 0 VT01 0 VT03 0 XSHI 0 0517 0	GRND		INT NVG TRNG
0090 0170 SS01 SS02 SS03 SS05 SS06 SS07 SS20 SS31 VT01 VT01 VT03 XGNG XSEMI 0517	0999 0 0179 0 SS01 0 SS02 0 SS03 0 SS095 0 SS096 0 SS097 0 SS29 0 SS29 0 VT01 0 VT01 0 VT03 0 XSNG 0 XSEMI 0 0507 0	C130 GRND TRNG ALL		NVG GRND REF-MR
Q170 SS01 SS02 SS03 SS05 SS06 SS07 SS20 SS31 VT01 VT01 VT03 XGNG XSEMI Q502	Q170 0 SS01 0 SS02 0 SS03 0 SS05 0 SS06 0 SS07 0 SS07 0 SS20 0 SS31 0 VT01 0 VT01 0 VT03 0 XSNG 0 XSEMI 0 Q502 0	C130 GRND TRNG ALL		PUBS CHECK
SS01 SS02 SS03 SS05 SS06 SS07 SS20 SS31 VT01 VT03 VT03 XGNG XSEMI 0517	\$501 0 \$502 0 \$503 0 \$505 0 \$506 0 \$507 0 \$520 0 \$531 0 \$7701 0 \$7701 0 \$7531 0 \$7531 0 \$7531 0 \$7531 0 \$7531 0	C130 GRND TRNG ALL		FEF REVIEW
\$502 \$503 \$505 \$506 \$507 \$520 \$531 \$710 \$710 \$710 \$710 \$710 \$710 \$710 \$71	\$502 0 \$503 0 \$505 0 \$5505 0 \$5506 0 \$5507 0 \$5520 0 \$5531 0 \$VT01 0 \$VT03 0 \$XGNG 0 \$XSEMI 0 0517 0	C130 GRND TRNG ALL		LOCAL SURV ~G
\$503 \$505 \$506 \$507 \$520 \$531 \$710 \$710 \$710 \$710 \$710 \$710 \$710 \$71	\$503 0 \$505 0 \$506 0 \$507 0 \$520 0 \$531 0 \$7701 0 \$7703 0 \$7506 0 \$7507 0	C130 GRND TRNG ALL		CBT SERE TNG-MR
\$505 \$506 \$507 \$520 \$531 \$701 \$703 \$708 \$705 \$705 \$705 \$705 \$705 \$705 \$705 \$705	\$505 0 \$506 0 \$507 0 \$520 0 \$531 0 \$701 0 \$703 0 \$703 0 \$709 0	C130 GRND TRNG ALL		CNDCT CPTR
\$506 \$507 \$520 \$531 \$701 \$701 \$703 \$708 \$705 \$705 \$705 \$705 \$705 \$705 \$705 \$705	\$506 0 \$557 0 \$5520 0 \$531 0 \$7701 0 \$7703 0 \$7504 0 \$7507 0 \$7507 0	C130 GRND TRNG ALL		WATER SURV -MR
\$507 \$520 \$531 VT01 VT03 XGNG XSEMI 0517 0502	SS07 0 SS20 0 SS31 0 VT01 0 VT03 0 XGNG 0 XSEMI 0 0517 0			ERCHUTE TRNG-MR
\$531 VT01 VT03 XGNG XSEMI 0517 0502	\$531 0 VT01 0 VT03 0 XGNG 0 XSEMI 0 0517 0	C130 GRND TRNG ALL		INT CMBT SURV
VT01 VT03 XGNG XSEMI 0517 0502	VT01 0 VT03 0 VT03 0 XGNG 0 XSEMI 0 0517 0 0502 0	C130 GRND TRNG ALL		INT WATER SURV
VT03 XGNG XSEMI 0517 0502	VT03 0 XGNG 0 XSEMI 0 0517 0 0502 0	C130 GRND TRNG ALL		VTRAT INITIAL
XSEMI 0517 0502	XSEMI 0 0517 0 0502 0	C130 GRND TRNG ALL		VTRAT REF
Q517 Q502	0517 0502	C130 GRND TRNG ALL		SEMIS -MR
Q502	0502	C130 LCLA		C130 LCLA
		JPADS CERT		JPADS/ICDS CERT

G1.8.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
SSGT	MFE3	C-130H	0.7	7	28.1	35

G1.9. MIL

G1.9.1. INDIVIDUAL DATA SUMMARY



eive:	gate requirement to reco	eet your 10 Year n a valid flight	l month(s) OFDA to me and you must maintair	eed 1 additiona iation service	Your current OFDA is 71 month(s). You need 1 additional month(s) OFDA to meet your 10 Year gate requirement to receive continuous CEFIP through 15 years of aviation service and you must maintain a valid flight physical.
				A 19 MAR 12 8 9 71 0 0	AVIALUM POSITION INDICATOR: EFFECTIVE DATE: FLYING ACTIVITY CATEGORY: PRE-ACIA-OFDA: OFDA GATE 10/12: OFDA GATE 15/15: OFDA GATE 20/18: OFDA GATE 20/18:
DATE 06 FEB 09	TRAINING/QUAL STATUS	SE	FORMAL COURSE 09 JUN 2009	05 FEB 19	AERO ORDER TERM DATE: OFFICER SERVICE DATE: AVIATION SERVICE DATE: TRANSITION STATUS CODE:
		DATE	CURR PARA RATING: CURR PARA RATING: ORIG PARA RATING: ORIG PARA RATING	AA 21 SEP 09 AX	AVIATION SERVICE DATA AVIATION SERVICE CODE: EFFECTIVE DATE: PRIOR ASC: EFFECTIVE DATE:
		TG DT:	OUS MIL RTG DT:	06 FEB 09 C NONE 05 FEB 19 25 NOV 14 20 NOV 14	LAST MPO DATE: LAST MPO DATE: LAST MPO REASON: AD/IAD: PAY STOP DATE: LAST PRODUCTIVE FLIGHT DATE: PREVIOUS PRODUCTIVE FLIGHT DATE:
AIRCREWMEMBER 06 FEB 12	AERONAUTICAL RATING/AVIATION BADGE (BASIC) AIRMAN AIRCREWMEMBER	AERONAUTIC/ BADGE: E DATE:	AVIATION BADGE: EFFECTIVE DATE:	TMKH 0M AFRC C130H IL B N	AIRCRAFT OPLOC: CMD OF AIRCRAFT: ACFT SVC CAT: PRIMARY ACFT: FLT DUTY CERT CODE: CATEGORICAL FLYING WAIVER:
UNIT: 0095ALSSQ	WING: 0440ALFWG	CMD: AFR WIN	GRADE: TSG	SSAN:	NAME: MIL BASE: 440AW (POPE FIELD)
PCN SA036-A70	AS OF 17 DEC 2014	RY (PA)	INDIVIDUAL DATA SUMMARY (PA) INQUIRY	п	PREPARED 1/ DEC 2014 14:41

G1.9.2. INDIVIDUAL FLYING HISTORY REPORT

GRAND TOTAL

	25 NOV 14	DATE LAST FLOWN	9	21	882	TOTAL SORTIES
	31 MAR 09	DATE FIRST FLOWN	0	0	57	CMBT SUPPORT SORTIES
	146.8	NVG TIME	0	0	114	COMBAT SORTIES
	57	COMBAT SUP SORTIES	0.0	0.0	132.4	CMBT SUPPORT TIME
	114	COMBAT SORTIES	0.0	0.0	261.5	COMBAT TIME
	912	TOTAL SORTIES	0.7	9.2	136.9	NVG TIME
	132.4	COMBAT SUPT TIME	0.0	0.0	0.0	PRIMARY SIM INST
	261.5	COMBAT TIME	0.0	0.0	0.0	PRIMARY INST
	0.0	CIVILIAN TIME	1.5	21.8	468.3	NIGHT
	0.0	FOREIGN MIL TIME	0.0	0.0	17.9	OTHER TIME
	0.0	OTHER US MIL TIME	0.0	0.0	0.0	EVALUATOR TIME
	0.0	STUDENT TIME	0.0	0.0	70.7	INSTRUCTOR TIME
	1721.9	TOTAL TIME	0.0	0.0	0.0	SECONDARY TIME
	17.9	OTHER TIME	16.9	54.4	1562.0	PRIMARY TIME
	0.0	EVALUATOR TIME	16.9	54.4	1650.6	TOTAL TIME
	70.7	INSTRUCTOR TIME	13 FEB 14	15 JUL 09	25 NOV 14	DATE LAST FLOWN
	0.0	SECONDARY TIME	15 NOV 13	31 MAR 09	13 OCT 09	Z
	1633.3	PRIMARY TIME	무	F	IL B	FLT DTY CERT CODE
	LOADMASTER	CREW POSITION	C130J(S)	C130E(S)	C130H(S)	AIRCRAFT MDS
		CAREER TOTALS				AIRCRAFT TOTALS
FAC: B OFDA: 71 ASC: AA ASC DATE: 21 SEP 09 UNIT: 0095ALSSQ BASE: 440AW (POPE FIELD)	FAC: B OFDA: 71 UNIT: 0095ALSSQ BAS	GRADE: TSG API: A F PRI ACFT: C130H		SSAN: PRI CRW POS: L	10ALFW	NAME: MIL CMD: AFR WING: 0440ALFW
		INQUIRY				
17 DEC 2014 PCN SA036-F40) AS OF 17	FLYING HISTORY REPORT (PA)	FLYING		014 14:41	PREPARED 17 DEC 2014 14:41

AGE 1

AGE

G1.9.3. INDIVIDUAL FLIGHT DATA REPORT

	CMBT SUPT:	COMBAT:	OTHER:	EVALUATOR:	3.			ME:	SEQ NO:		MDS:		DAFSC: 1A271	CREW POSN: IL B	NAME: MIL	PREPARED 17 DEC 2014 14:42
136.9	132.4	261.5	17.9	0.0	70.7	0.0	1562.0	650.6	01	IL B	C130H			AGE:		2014 14
0.7	0.0	0.0	0.0	0.0	0.0	0.0	16.9	16.9	00	F	C130J					:42
9.2	0.0	0.0	0.0	0.0	0.0	0.0	54.4	54.4	00	UL.	C130E		LST CHMB:	LST PHYS:		IND
146.8	132.4	261.5	17.9	0.0	70.7	0.0	1633.3	1721.9		TOTAL	ACFT	(PART-1)	20 FEB 13	08 MAR 14	RANK: TSGT	INDIVIDUAL FLIGHT DATA
													MAJCOM: AFR	API: A	SSAN:	
														FAC: B	PRI	AS OF 17 DEC 2014
														ASC: AA	ACFT: C130H	PCN SA036-F60

PAGE 1

PREPARED 17 DEC 2014 14:42	42	INDI	INDIVIDUAL FLIGHT DATA	IGHT DA		AS OF 17 DEC 2014		PCN SA036-F60	
NAME: MIL CREW POSN: IL B AGE: DAFSC: 1A271		LST PHYS:	RANK: T 08 MAR 14 20 FEB 13	SGT	SSAN: API: A MAJCOM: AFR	FAC:	B PRI	ACFT: C130H ASC: AA	
TOTAL FLYING TIME: GRAND TOTAL:	1721.9 1721.9	A I	OTAL PRIM	ARY/INST Y/INSTRL	TOTAL PRIMARY/INSTRUCTOR TIME: MDS PRIMARY/INSTRUCTOR TIME:	,,	1704.0 1704.0		
AIRCRAFT TYPE REQUEST: ALL	QUEST: AL	F	(PART-2)	2)	AIRCRAFT MDS REQUEST: C130H	DS REQUE	ST: C130H		
17 DEC 16 DEC 9.0	15 DEC 0.0	14 DEC 0.0	13 DEC 0.0	12 DEC 0.0	11 DEC 0.0	10 DEC 0.0	09 DEC 0.0	08 DEC 0.0	
07 DEC 06 DEC 0.0 0.0	05 DEC 0.0	04 DEC 0.0	0.0 0.0	02 DEC 0.0	0.0 0.0	30 NOV	29 NOV 9.9	28 NOV 9.0	
27 NOV 26 NOV 0.0 0.0	25 NOV 1.2	24 NOV 0.0	23 NOV 0.0	22 NOV 0.0	21 NOV 0.0	20 NOV 0.5	19 NOV 0.0	18 NOV 3.1	
30	DAYS TO	DAYS TOTAL FLYING	TIME: 4.8		DAYS FLOWN: 3	3	1		
17 NOV 16 NOV 1.5 0.0	15 NOV 9.0	14 NOV 0.0	13 NOV 2.2	12 NOV 2.4	11 NOV 0.0	0.0 0.0	0.0 NOV	0.0 0.0	
97 NOV 96 NOV 3.2 9.0	05 NOV 3.3	04 NOV 1.6	03 NOV 3.0	02 NOV 0.0	0.0 0.0	31 OCT 0.0	30 OCT 3.0	29 OCT 0.0	
28 OCT 27 OCT 0.0 0.0	26 OCT 0.0	25 OCT 0.0	24 OCT 2.3	23 OCT 0.0	22 OCT 3.4	21 OCT 1.9	20 OCT 0.0	19 OCT 0.0	
66	DAYS TO	60 DAYS TOTAL FLYING TIME: 32.6	TIME: 32.	6	DAYS FLOWN: 14	1: 14	i		
18 OCT 17 OCT 0.0 0.0	16 OCT 0.0	15 OCT 2.7	14 OCT 0.0	13 OCT 0.0	12 OCT 0.0	11 OCT 6.9	10 OCT 7.0	09 OCT 1.5	
08 OCT 07 OCT 2.5 3.1	06 OCT 2.4	05 OCT 0.0	0.0 0.0	03 OCT 3.8	02 OCT 0.0	01 OCT 2.2	30 SEP 2.0	29 SEP 0.0	
28 SEP 27 SEP 0.0 0.0	26 SEP 0.5	25 SEP 4.0	24 SEP 2.2	23 SEP 0.0	22 SEP 0.0	21 SEP 0.0	20 SEP 0.0	19 SEP 1.0	
		The state of the s	100						

90 DAYS TOTAL FLYING TIME: 74.4

DAYS FLOWN: 28

G1.9.4. INDIVIDUAL FLIGHT RECORD REPORT

I CERTIFY THAT				25	22	21	20		18	17	15	13	10	80	C130H 03 A	31	28	26	25	13	10	03	27	22	21	19	C130J 15 N	MDS DATE		NAME: MIL CMD: AFR	
I HAVE		MAY 14	APR 14		APR 14		APR 14	APR 14				9-										DEC 13	100			NOV 13	NOV 13			WING:	
REVIEWED MY		88-4403	86-0414	86-0414	88-4405	88-4405	88-4405	88-4405	88-4405	86-0418	86-0410	88-4405	88-4402	88-4405	86-0418	88-4403	88-4401	88-4401	86-0411	05-8157	05-8157	98-1357	05-3146	97-1354	98-1355	98-1357	98-1355	NUMB	TAIL	WING: 0440ALFWG	
MY IFR		M	M	×	ĭ	M	ME.	M	M	¥	3	¥	H	3	F	≥	3	A	3	7	E	F	E	F	UL	F	F	POSN	DUTY	UNI	
IFRR AND		3.6	1.4	3.0	5.2	5.0	6.1	5.0	6.3	3.2	1.1	3.3	2.7	1.8	0.0	2.9	3.0	3.0	1.8	2.0	2.7	1.2	3.4	1.9	1.0	1.2	3.5	PRI		T: 009	
IT IS			0.0		0.0			0.0					0.0		0.0					.0	.0	.0	0.0	0.0	0.0	0.0	0.0	SEC		UNIT: 0095ALSSQ	
COMPLETE								0.0			0.0													0.0		0.0	0.0	INST			
				0.0				0.0			0.0															0.0	0.0	EVAL		SSAN; ACFT OPLOC: TMKH	
AND ACCURATE.		0.0	0.0	0.0	0.0	0.0	9.0	0.0	9.0	9.0	0.0	9.0	9.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	HT0		PLOC:	INQ
RATE.		3.6	1.4	3.0	5.2	5.0	6.1	5.0	6.3	3.2	1.1	ω .ω	3.1	1.8	2.4	2.9	3.0	3.0	1.8	2.0	2.7	1.2	3.4	1.9	1.0	1.2	3.5	TOTAL		TMKH	INQUIRY
SIGNATURE		1 0	1 0			2 0					1 0				1 0		0	1 0	0	1 6	1 6		2 6	1 6	1 6	1 6	1 0	SRT		GRA	
TURE				0.0 0		.0 0		0.0 0					0.0 0		0.0 0										0.0 0		0	CMB SRT	CMB	GRADE: TS	
																						0.		0	0	0.0	0.0	T C/S	8	TSGT F	
		0				0																						SRT	C/S	PRI CRI	
		0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.3	NITE		PRI CREW POS:	
		0.0				0.0																			0.0	0.0	0.0	INS		Ę.	
	+	0.0 6		0.0 6																					0.0	0.0	0.0		MIS	PRI	
DATE	AFR		0.0	0.0	9.0	0.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	0.0	0.0	0	0.0	9.0	9.0	0.0	9.0	0.0	0.0	0.0	0.7	0.0	NVG R		AIRC	
	PAGE 1		1 5 2		1 5 2	1 5 2					1 S 2		5	S	1 5 2	S	1 5						1 5 2		1 5			ES N/S		PRI AIRCRAFŤ: C130H	
	1	20140505	20140429	20140428	20140423	20140423	20140423	20140423	20140423	20140418	20140416	20140414	20140411	20140409	20140404	20140401	20140331	20140327	20140327	20140219	20140219	20131224	20131224	20131224	20131224	20131224	20131224	RES N/S UPDATED	DATE	130Н	

	PAGE 2	AFR																			
5 20140814	Д	0.0	0.0	0.0	0.0	0	0.0	0	0.0	6	4.1	0.0	0.0	0.0	0.0	4,1	ř	84-4401 F	4 84	L AUG I	CISON
5 20140814	33	0.0	0.0	0.0	0.0	0	0.0	0	0.0	بر	2.0	0.0	0.0	0.0		2.0	Ė		4 80		
S 20140806	1	0.5	0.0	0.0	1.8	0	0.0	0	0.0	,	1.8	0.0	0.0		0.0				14 86		
S 20140805	33	0.0	0.0	0.0	0.0	0	0.0	0	0.0	щ.	0.5	0.0	0.0	0		0 0				AUG	
S 20140801	33	0.0	0.0	0.0	0.8	0	0.0	0	0.0	,_	2.4	0.0	0.0	10	0.0				0 0	שוני	
S 20140731		0.0	0.0	0.0	1.5		0.0	0	0.0	<u> </u>	2.8	0.0	0.0	2.0	0.0				14 86		
	33	0.0	0.0	0.0	0.0	0	0.0	0	0.0	ш	1.2	0.0	0.0	0.0	0.0	1.2	1 12			JUL	
		0.0	0.0	0.0	0.8		0.0	0		Н	0.8	0.0	0.0	0.0	0.0					JUL	
		0.0	0.0	0.0	0.0		0.0	0		2	2.1	0.0	0.0	0.0	0.0				7.62	JUL	
	ъ	0.0	0.0	0.0	0.7		0.0	0		_	2.2	0.0	0.0	2.2	0.0			1	200		
33		0.0	0.0	0.0	0.0		0.0		0.0	2	3.0	0.0	0.0	0.0	0.0	3.0				JUL	
		0.0	0.0	0.0	0.0		0.0			ω	2.0	0.0	0.0	0.0	0.0	2.0			14 88	JUL	
		0.0	0.0	0.0	0.0		0.0		0.0	2	2.1	0.0	0.0	2.1	0.0	0.0				JUL	
		0.0	0.0	0.0	0.7		0.0		0.0		3.0	0.0	0.0	0.0	0.0	3.0				JUL	
	33	1.0	0.0	0.0	1.5		0.0		0.0			0.0	0.0	2.0	0.0	0.0		86-0418		JUL	C130H (
	_	0.0	0.0	0.0	1.2		0.0		0.0	_	1.2	0.0	0.0	0.0	0.0	1.2		87-9284		JUL	
	_ 1	0.0	0.0	0.0	0.0		0.0		0.0	_	0.9	0.0	0.0	0.0	0.0	0.9				JUL	
5 20140619	Sign of	0.0	0.0	0.0	0.7		0.0		0.0	_		0.0	0.0	1.4	0.0	0.0		88-4401	,	NUC	
5 20140611	_	0.0	0.0	0.0	1.3		0.0		0.0	_	1.3	0.0	0.0	0.0	0.0	1.3		88-4404		JUN	C130H
	- 1	0.0	0.0	0.0	0.0		0.0		0.0	_		0.0	0.0	0.0	0.0	1.2			14 88	NUC	
	-0	1.0	0.0	0.0	1.5		0.0		0.0	UT.		0.0	0.0	0.0	0.0	2.0	¥			MAY	C130H
	_	0.0	0.0	0.0	0.0		0.0		0.0	ب	0.9	0.0	0.0	0.0	0.0	0.9	7	88-4404	14 88	MAY	C130H
	w i	0.0	0.0	0.0	0.0		0.0		0.0	Д.	2.4	0.0	0.0	2.4	0.0	0.0	11		14 88	MAY	
	<u>س</u>	0.0	0.0	0.0	1.0		0.0				3.0	0.0	0.0	0.0	0.0		¥.				
5 20140507	4	0.0	0.0	0.0	1.1		0.0		0.0	N	1.6	0.0	0.0	0.0	0.0	1.6	¥	86-0414	14 86	MAY	C130H
5 20140506	3	0.0	0.0	0.0	2.1	0	0.0	0	0.0	ш	ω	0.0	0.0	0.0	0.0		¥	87-9284	14 87	05 MAY 1	130H
N/S UPDATED	RES	NVG	INS	INS	NITE	SRT	5/2	SRT	CMB	SRT	TOTAL	HTO	EVAL	INST	SEC	PRI	POSN		N	DAIE	MDS
DATE			MIS														DUTY		TAIL		
PRI AIRCRAFT: C130H	CRAF	RI AIF	70	5:	PRI CREW POS	'RI CF		: TSGT	GRADE:		TMKH	SSAN: ACFT OPLOC: TMKH	SSAN:	ŏ	5ALSS	UNIT: 0095ALSSQ	LINU	WING: 0440ALFWG	NG: 0		NAME:MIL CMD: AFR
											INQUIRY	H									

NAME: MILL OND: AFR WING: 0440ALFMG UNIT: 0095ALSSQ ACFF OPLOC: TN/KH OND: TSGT PRI CREW POS: L PRI A: CRE																		
AFR WING: 0440ALFWG UNIT: 0095ALSSQ SCAN: FAIL DATE																		
MILL AFR WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DATE TAIL DATE NUMB DATE DATE NUMB DATE NUMB DATE DATE NUMB DATE NUMB DATE DATE DATE NUMB DATE DAT		0.0		.0		0.0	2	1.5	0.0		0.0	0.0	1.5	3		14		CISON
MIL AFR WING: 04440ALFWG UNIT: 0005ALSSQ ACFT OPLOC: TMKH DATE NUMB DATE NUMB DATE NUMB NUM		0.0		.0		0.0	4	2.5	0.0		0.0	0.0	2.5	: ≥	01-04-0	14		CTOOL
MIL AFR WING: 04440ALFWG UNIT: 0005ALSSQ ACFT OPLOC: TMKH DATE NUMB SEC INST EVAL OTH TOTAL SRT CMB SRT CMB SRT CMS ON 0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.		0.0		.0		0.0	ω	3.1	0.0	0.0		0.0		F	00-4404	1 4		CIOCIO
MIL MING: 0440ALFWG UNIT: 0095ALSSQ SAN: DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRI CHB SRI C/S SRI NITE INST PRI CREW POS: L 13 AUG 14 87-9284 ML 6.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0		0.0		.0		0.0	2	2.4	0.0	0.0	2.4	0.0	0.0	1	50-0411	14		CLOCK
MIL WING: 0440ALFWG UNIT: 0095ALSSQ SSAN: DATE NUMB PRI SEC INST EVAL OTH TOTAL SRI CMB SRI C/S SRI NITE INST 25 AUG 14 87-9284 ML 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		0.0		.0		0.0	<u>_</u>	3.8	0.0	0.0	0.0	0.0	0 00	4 3	86-0410	14		CLSOH
MILL WING: 0440ALFWG UNIT: 00095ALSSQ ACFT OPLOC: TMKH FAIL DATE DATE FAIL DUTY DATE UNINB FOSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INSTANCE TO COMB SRT		0.0		0		0.0	w	2.2	0.0	0.0	2.2	0.0	0.0	-	88-4403	14		CISON
MILL SSAN: SSAN: SANE: STATE PRI CREW POS: L		0.0		0		0.0	ω	2.0	0.0	0.0	2.0	0.0	0.0	-	87-9284	14		CISOH
MIL WING: 0440ALFWG UNIT: 00095ALSSQ ACFF OPLOC: TMKH TAIL DATE UNMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN CREW POS: L 13 AUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		0.0		.0		0.0	ш		0.0	0.0	0.5	0.0	0.0	Ħ	88-4404	14		C130H
MIL AFR WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH FAIL DATE NUMB POSN PRI SEC INST EVAL OFF OFF OFF OFF OFF OFF OFF O		0.0				0.0	2	2.7	0.0	0.0	2.7	0.0	0.0	IL	88-4404	14		C130H
MIL WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INST 20 CMB C/S SRT NITE INS INST 20 CMB CMB C/S SRT NITE INS INST 20 CMB CMB CMB CMB CMB CMB CMB CMB CMB CMB		0.0	1.3	0.0 0		0.0	نر	1.3	0.0	0.0	1.3	0.0	0.0	H	88-4401	14		C130H
MIL AFR WING: 0440ALFWG UNIT: 00095ALSSQ ACFT OPLOC: TMKH TAIL DUTY DATE NUMB POSN PRI CREW POS: L SI ACFT OPLOC: TMKH CMB C/S ST CMB C/S ST CMB C/S ST CMB C/S ST CMB C/S ST CMB C/S ST CMB C/S ST CMB C/S ST NITE IN IN 13 AUG 14 87-9284 ML 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		0.0				0.0	ļ,	2.2	0.0	0.0	2.2	0.0	0.0	H	88-4401	14		C130H
SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ACFT OPLOC: TMKH TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INSTAUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		0.0				0.0	2	1.0	0.0	0.0	1.0	0.0	0.0	I	88-4404	14		C130H
SSAN: WING: 0440ALFWG UNIT: 00095ALSSQ ACFT OPLOC: TMKH TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN AUG 14 87-9284 ML 0.0 0.0 1.0 0.0 0.0 1.3 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0		0.0				0.0	N	1.0	0.0	0.0	1.0	0.0	0.0	I	88-4404	14		C130H
SSAN: WING: 0440ALFWG UNIT: 06095ALSSQ ACFT OPLOC: TNKH TAIL NUMB TAIL ATE NUMB ATE		0 0	20			0.0	UI	2.7	0.0	0.0	0.0	0.0	2.7	I	88-4405	14		C130H
SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INSTAUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0						0.0	ш 1	1.3	0.0	0.0	0.0	0.0	1.3	¥	88-4404	14		C130H
SSAN: WING: 0440ALFWG UNIT: 00095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS INSTANCE ACFT OPLOC: TMKH 3 AUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0				9 (0.0	N	2.3	0.0	0.0	0.0	0.0	2.3	×	88-4404	14		C130H
SSAN: WING: 0440ALFWG UNIT: 00095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN 3 AUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0						0	ν.	2.0	0.0	0.0	0.0	0.0	2.0	¥	88-4401	14	10	C130H
SSAN: WING: 0440ALFWG UNIT: 00095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN 3 AUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0						9 6	4	3 :	0.0	0.0	3.6	0.0	0.0	H	86-0410	14	04	C130H
SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN 3 AUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0					⊙ :	וע	2.7	0.0	0.0	2.7	0.0	0.0	H	88-4402	14	03	C130H
SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS 3 AUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	2 1		0.0	0 0	o c	Э (וע	2.1	0.0	0.0	0.0	0.0	2.1	3	88-4405		02	C130H
SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS 0 AUG 14 87-9284 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	ى د		200	0.0	9	0	v	2.0	0.0	0.0	0.0	0.0	2.0	1	87-9284		28	C130H
INQUIRY SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL NUMB FOSN FOSN FORDE: TSGT FRI CREW POS: L SI CMB C/S SI SI AUG 14 87-9284 FOSN			0 0	0.0	0	0.0	-	1.7	0.0	0.0	0.0	0.0	1.7	3	87-9284	AUG 14	27	C130H
INQUIRY SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN 3 AUG 14 87-9284 ML 6.9 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0 6 AUG 14 87-9284 IL 0.0 0.0 1.0 0.0 0.0 1.0 1 0.0 0 0.0 0.0				0	0	0.0	2	1.9	0.0	0.0	1.9	0.0	0.0	IL	87-9284	AUG 14	27	C130H
INQUIRY SSAN: WING: 0440ALFWG UNIT: 00095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN 3 AUG 14 87-9284 ML 6.9 0.0 0.0 0.0 6.9 2 0.0 0 0.0 0.5 0.0 0.0 0 AUG 14 86-0410 ML 1.3 0.0 0.0 0.0 0.0 1.3 1 0.0 0 0.0 0.0 0.0 0.0					0	0.0	_	1.0	0.0	0.0	1.0	0.0	0.0	H	87-9284	AUG 14	26	C130H
INQUIRY SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN 3 AUG 14 87-9284 ML 6.9 0.0 0.0 0.0 6.9 2 0.0 0 0.0 0.5 0.0 0.0	D 9				0	0.0	_	1.3	0.0	0.0	0.0	0.0	1.3	3	86-0410	AUG 14	20	C130H
INQUIRY WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY ATE NUMB POSN PRI SEC INST EVAL OTH TOTAL SRT CMB SRT C/S SRT NITE INS IN	⊙ ⊙		2		0	0.0	2	6.9	0.0		0.0	0.0	6.9	¥	87-9284	AUG 14	13	C130H
INQUIRY SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH TAIL DUTY TAIL DUTY INQUIRY STANLED TO THE TAIL TO THE TAI					SRT	CMB		TOTAL	НТО			SEC	PRI	POSN	NUMB	E	DAT	MDS
INQUIRY SSAN: WING: 0440ALFWG UNIT: 0095ALSSQ ACFT OPLOC: TMKH GRADE: TSGT PRI CREW POS: L	CTM		ñ	,	CMB									DUTY	TAIL			
INQUIRY	PRI AI	IS: L	CREW PC		TSGT	GRADE:		: TMKH	OPLOC	SSAN	98	95ALS	IT: 00		0440ALFW	WING:	FMIL	NAME: I
								NQUIRY	H									

CERTIFY THAT I HA			RPA: 0.0	LATOR:	MDS SUMMARY PRI AIRCRAFT: 177.2		C130H 25 NOV 14	NOV	AON /T	13 NOV	12 NOV	O7 NOV	05 NOV	05 NOV	04 NOV	VON EO	30 OCT	24 OCT		130 22	15 OCT	11 OCT	C130H 10 OCT	MDS DATE	NAME: IVIII. CMD: AFR WI	MII
HAVE REVIEWED MY IFRR AND IT IS					SEC 2 0.0		4 88-4405				Ť						14 86-0411		14 88-4404	14 88-4404		14 88-4401	14 88-4401	NUMB	WING: 0440ALFWG	
1Y IFRR /			0.0	0.0	INST 58.9		IL 0						F										7	POSN		
ND IT IS			0.0	0.0	EVAL 0.0		0.0	2.4 0.0					2.2 0.0		3.0 0.0								3	PRI SEC	UNIT: 0095ALSSQ	
COMPLETE		19	0.0	0.0	0TH	1.1	0.0	0.7	0.0	0.0	2.4	. c	0 0	0.0	0.0	3.0	0.0	2.8	0.0	0.0	0.0		á	TSNI	.550	
TE AND AC			0 0	0.0	TOTAL	0		0		0.0			0.0										0	EVAL OTH	SSAN: ACFT OPI	
AND ACCURATE.		c	D G	104	SRT	1.2		3.1		2 1	٠.	2.7	ب د							- !	0 0.9			н тотац	SSAN: ACFT OPLOC: TMKH	INQUIRY
SIGNATURE		0.	O N/A		CMB			2 0.0					2 0.0	N	_	1	2	4	⊢,	0.0	U N) N	,	SRT CMB		
<u>~</u>		G	N/A	0	SRT		0	D @	0 0	0	0	0	0	0	0	0	0 0	o c	D G	0 @	0 0	0		B CMB	GRADE: TSGT	
		0.0	N/A	0.0	C/S		0.0	00					0.0 0				9 0			0		0.0 0		C/S SRT	PRI C	
			N/A			-	0.0 0		-	-	-		1.1 0											NITE	PRI CREW POS:	
		0.0	0.0	53.8	NITE		0.0														0.0			SNI SNI WIS		
DATE	AFR	0.0	0.0	0.0	SNI		0.0	0.0	0.0	1.5	0.0	1.4	o .	0 0	0.0	0.0								NVG	PRI AIR	
	PAGE 4	0.0	0.0	0 1	SIM	1 S 20141126	1 S 2014	S	S		S C	n 0		0	S	S	s				1 5 201		C/M		PRI AIRCRAFT: C130H	
		0.0	⊙ . ⊃ ⊢	DAM		1126	20141119	20141118	20141114	20141113	20141110	20141106	20141105	20141104	20141031	20141027	20141023	20141022	20141022	20141016	20141015	11015	UPDATED	ī	H08	

G1.9.5. INDIVIDUAL TRAINING SUMMARY

PREPARED 17 DEC 2014 14:43		TNDTATOUT	270	THUT ATDOME I WHINING SOLITAIN				
		CURREN	CURRENT TRAINING PERIOD	G PERIOD				
NAME: MIL PHYSICAL DUE DATE: 05 JUN 15	15	GRADE: TSGT SSAN: PHYSIOLOGICAL DUE DATE: 28 FEB 18	AN: DATE: 28	FEB 18	CREW POSITION: RECORDS REVIEW	IL B	UNIT: ATE: 31 OCT 14	UNIT: 0095ALSSQ CT 14
PGM		TASK	VOL/DUR	VOL/DUR	% DATE LAST	DATE	DATE DIE	OVR
	ENIVE VD ONLY	6955	9	9	01 JAN 75			
	TACTITIC MD	6969	9 (ė :	13 JAN 14		31 DEC 15	
	THE TONG UP	6970	D	- 1	13 JAN 14		31 DEC 15	
GT C130 GRND TRNG ALL	INIEL IRNG-MR	6076		о н	05 NOV 13		20 SEB 12	YES
GT C130 GRND TRNG ALL	ANTI-HIJACK-MR	6090	0	0	05 NOV 13		70 SEP 12	YES
GT C130 GRND TRNG ALL	LOAC	G100	0	1	96 NOV 14		30 NOV 16	
GT C130 GRND TRNG ALL	ISOPREP REV	6120	0	1	10 OCT 14		30 APR 15	
GRND	MASK FIT TEST	G183A	0	0	09 FEB 10			
C130	INITIAL CRM	G231	0	0	15 JUL 09			
	9MM SML ARM	G280	0	j.	11 JAN 14		31 JAN 16	
	SABC	6281	0	Þ	15 JAN 14		31 JAN 16	
	USE OF FORCE	G283	0	H	24 MAR 14		31 DEC 15	
	EX ORD RECON	G284	0	0	16 NOV 12		16 NOV 14	YES
	DENTAL EXAM	но20	0	1	01 JUN 14		30 JUN 15	
-	LS FAM TRNG -G	LL01	0	0	21 OCT 13			
C130 GRND	EGRESS C130-GND	LL03	0	0	03 DEC 13		31 DEC 16	
C130	AIRCREW CW	LL04	0	P	14 JAN 14		31 DEC 16	
GT C130 GRND TRNG ALL	EGRES W/ACDE	LL05	0	P	14 JAN 14			
C130 GRND	A. L/S EQUIP-MR	LL06	0	0	21 OCT 13		31 DEC 16	
C130 GRND	AFE FIT CHECK-GND	ND LL07	0	0				
C130 GRND TRNG	THEAT INDOC	M060	0	0	12 MAY 11			
C130 GRND TRNG	INT NVG TRNG	NV01	0	0	05 DEC 09			
C130 GRND TRNG	NVG GRND REF-MR	NV03	0	1	13 JAN 14		31 JAN 16	
C130 GRND TRNG	PUBS CHECK	0090	0	2	25 OCT 14		31 OCT 15	
C130	FEF REVIEW	0170	0	н	05 AUG 14		31 AUG 15	
								AFR

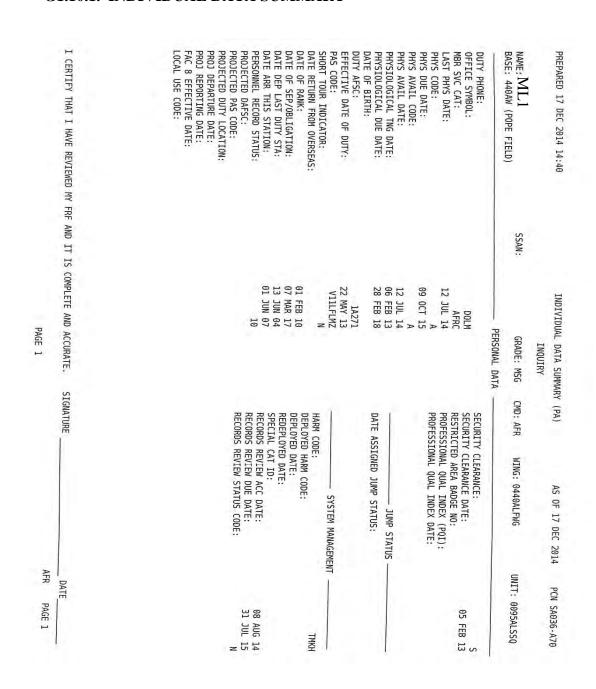
CURRENT TRAINING PERIOD			GT JPADS	GT JPADS CERT								GT C130	GT C130	GT C130	GT C130 JAI	GT C130	GT C130	C130		GI C136	61 C136	GT C130						3	NAME: IV PHYSICAL		PREPAREI
CURRENT TRAINING PERIOD CURRENT TRAINING PERIOD CURRENT TRAINING PERIOD CURRENT TRAINING PERIOD CURRENT TRAINING PERIOD CURRENT TRAINING PERIOD CURL SURV. CURRENT TRAINING PERIOD CURRENT TRAINING PERIOD CURRENT TRAINING PERIOD CURRENT CURRE			PHASE 2	CERT	LM RES GRND	LM RES GRND	LIT KES GRND	LM DEC CRAND	I M BES CRAID	M RES GRAD	LM RES GRND	LM RES GRND	LM RES GRND	LCLA	JAI	GRND TRNG ALL	GRND TRNG ALL	GRND	GRND TRNG ALL	GRND TRNG ALL	GRND TRNG ALL	GRND TRNG ALL	GRND TRNG ALL	GRND TRNG ALL	GRND IRNG ALL	GRND TRNG ALL	GRND IRNG ALL	LIFICATION PROFILE	TIIL . DUE DATE: 05 JUN		PREPARED 17 DEC 2014 14:43
OD CREW POSITION: IL B RECORDS REVIEW DUE DATE: 31 OCT 14 ACCOMP RECORDS REVIEW DUE DATE: 31 OCT 14 ACCOMP REM ACCOMP IN PHASE BRID BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRI			JPADS PHASE 2	JPADS/ICDS CERT	EM PAR JET SYS	CRM LM REFR-MR	NVG A/L CERT	NVG A/D CERT	MISSION EVAL-MR	ביי אבי אבטחבת יוא	IN BEEBESHER WO	HAZARD CARGO MP		C130 LCLA	JAI	SEMIS -MR	GO NO GO	VTRAT REF	VTRAT INITIAL	INT WATER SURV	INT CMBT SURV	CONT SERE INDOC	ERCHUTE TRNG-MR	WATER SURV -MR	CNDCT CPTR	CBT SERE TNG-MR	LOCAL SURV -G	TASK NAME	15		
OD CREW POSITION: IL B RECORDS REVIEW DUE DATE: 31 OCT 14 ACCOMP RECORDS REVIEW DUE DATE: 31 OCT 14 ACCOMP REM ACCOMP IN PHASE BRID BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRIDE BRI				0	×	×	0								201														GRADE: TSGT PHYSIOLOGICA		I
OD CREW POSITION: IL B RECORDS REVIEW DUE DATE: 31 OCT 14 ACC RECORDS REVIEW DUE DATE: 31 OCT 14 ACC REM ACCOMP IN PHASE DATE DUE DUE PHS 15 JAN 14 17 JAN 14 31 OCT 12 17 OCT 12 18 JUN 13 16 AUG 12 18 JUN 14 19 JUN 14 19 JUC 14 19 JUN 15 16 AUG 12 18 JUN 14 19 JUN 14 19 JUC 14 19 JUN 15 16 AUG 12 18 JUN 14 19 JUN 15 18 JUN 14 19 JUN 15 19 JU		277	2 6	502	(EPJ	(230R)548)547	2003	3602	97879	AAUL	/100	7120	IACX	XSEMI	XGNG	VT03	VTOI	SS31	SS20	SS07	5506	5505	5503	SS02	5501	TASK	L DUE 1	CURREN	NOIVIO
OD CREW POSITION: IL B RECORDS REVIEW DUE DATE: 31 OCT 14 ACCOMP ACCOMP IN PHASE B NOV 13 B NOV 13 B NOV 14 B NOV 19 B NOV 19 B NOV 19 B NOV 19 B NOV 13 B NOV 13 B NOV 13 B NOV 13 B NOV 13 B NOV 14 B NOV 15 B NOV 15 B NOV 15 B NOV 15 B NOV 16 B NOV 17 B NOV 18 B NOV 18 B NOV 19 B NOV 19 B NOV 19 B NOV 15 B		G	0 0	0	0	0	0	0	0	0	0	• •	G		o (0	0	0	0	0	0	0	0	0	0	0	0	VOL/DUR REQ	N: DATE: 28	TRAINI	AL TRAIN
AS OF 17 DEC 2014 PCN SAC CREW POSITION: IL B RECORDS REVIEW DUE DATE: 31 OCT 14 ACCOMP IN PHASE BRAND 13 08 MAR 12 15 JAN 14 17 OCT 12 17 JAN 14 31 OCT 08 06 NOV 13 06 NOV 13 07 OCT 12 18 JUN 14 19 DEC 13 16 AUG 12 18 JUN 14 19 DEC 13 19 DEC 13 19 DEC 13 19 DEC 13 19 DEC 13 19 DEC 13 10 DEC 13 10 DEC 13 10 DEC 13 10 DEC 13 10 DEC 13 11 JUN 14 12 JUN 15 13 JUN 15 14 JUN 15 15 JAN 16 16 AUG 17 17 JAN 16 18 JUN 17 18 JUN 18 19 DEC 13 19 DEC 14 19 DEC 15 19 DEC 15 19 DEC 16 19 DEC 16 19 DEC 16 19 DEC 17 19 DEC 19 10 DEC		0		0	0	UI	0	0	1	1	4	ע	0		D (، ن	0	0	0	0	0	1	O	1	1	0	0	VOL/DUR ACCOMP	FEB 18	NG PERIO	ING SUMM
AS OF 17 DEC 2014 PCN SAC SITION: IL B REVIEW DUE DATE: 31 OCT 14 ACC IN PHASE DATE DUE OVE IN IN PHASE DATE DUE OVE IN 31 JAN 17 2 31 JAN 17 2 31 JAN 17 3 JAN 17 3 JAN 17 3 JAN 17 3 JAN 17 3 JAN 17 3 JAN 17 3 JAN 17 3 JAN 17 3 JAN 17 4 31 DEC 14 3 JAN 15					_																							REM		ō	IARY
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G1.9.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
TSGT	MIL	C-130H	1.2	22	62.5	92.1

G1.10. ML1

G1.10.1. INDIVIDUAL DATA SUMMARY



MT 1		INQUIRY		
NAME: IVIL I BASE: 440AW (POPE FIELD) ATROPAGET ASSECTAMENT DATA	SSAN:	GRADE: MSG CMD: AFR	WING: 0440ALFWG	UNIT: 0095ALSSQ
AIRCRAFT OPLOC: CMD OF AIRCRAFT: ACFT SVC CAT: PRIMARY ACFT: FLT DUTY CERT CODE: CATEGORICAL FLYING WAIVER:	TMKH 0M AFRC C130H EL A	AVIATION BADGE: EFFECTIVE DATE: AVIATION BADGE: EFFECTIVE DATE:	AERONAUTICAL RATING/AVIATION BADGE SENIOR AIRWAN A (BASIC) AIRMAN A	G/AVIATION BADGE SENIOR AIRWAN AIRCREWMEMBER 04 AUG 11 (BASIC) AIRMAN AIRCREWMEMBER 04 AUG 04
LAST MPO DATE: LAST MPO DATE: LAST MPO REASON: AD/IAD: PAY STOP DATE: LAST PRODUCTIVE FLIGHT DATE: PREVIOUS PRODUCTIVE FLIGHT DATE:	14 JUN 04 C NONE 13 JUN 19 21 SEP 14 11 JUL 14	OUS MIL RTG DT:		
AVIATION SERVICE CODE: EFFECTIVE DATE: PRIOR ASC: EFFECTIVE DATE:	SEP	CURR PARA RATING DATE: ORIG PARA RATING: ORIG PARA RATING DATE:	DATINITION COLLAR	
AERO ORDER TERM DATE: OFFICER SERVICE DATE: AVIATION SERVICE DATE: TRANSITION STATUS CODE: AVIATION POSITION INDICATOR:	10 SEP 12 13 JUN 19 14 JUN 04	TRA FORMAL COURSE COMBAT SURVIVAL TRAINING BASIC LOADMASTER COURSE WATER SUBVIVAL TRAINING	TRAINING/QUAL STATUS - INING INING JRSE	DATE 03 DEC 03 12 NOV 03
EFFECTIVE DATE: FLYING ACTIVITY CATEGORY: PRE-ACIA-OFDA: OFDA GATE 10/12: OFDA GATE 15/15: OFDA GATE 20/18: OFDA GATE 20/18: OFDA TO DATE:	22 MAY 13 A 120 127 0 127	WATER SURVIVAL TRAINING COURSE	AING COURSE	92 OCT 03
You have met OFDA requirements for current gate.	ent gate.			

G1.10.2. INDIVIDUAL FLYING HISTORY REPORT

	2379.0	GRAND TOTAL			
	21 SEP 14	DATE LAST FLOWN	16	1106	TOTAL SORTIES
	-	DATE FIRST FLOWN	0		CMBI SUPPORT SURTIES
	239.5	NVG TIME	0		CUMBAL SURTIES
		COMBAT SUP SORTIES	0.0	158.1	CMBI SUPPORT TIME
	243	COMBAT SORTIES	0.0	506.2	COMBAL IIME
	1122	TOTAL SORTIES	0.0	239.5	NVG I IME
		COMBAT SUPT TIME	0.0	0.0	PRIMARY SIM INST
	50	COMBAT TIME	0.0	0.0	PRIMARY INST
	0.0	CIVILIAN TIME	0.0	674.8	NIGHT
		FOREIGN MIL TIME	1.0	116.2	OTHER TIME
	↑E 0.0	OTHER US MIL TIME	0.0	17.1	EVALUATOR TIME
	0.0	STUDENT TIME	0.0	289.6	INSTRUCTOR TIME
	2379.0	TOTAL TIME	0.0	10.7	SECONDARY I IME
	117.2	OTHER TIME	48.3	1896.1	PRIMARY IIME
	17.1	EVALUATOR TIME	49.3	2329.7	TOTAL TIME
	289.6	INSTRUCTOR TIME	21 MAY 08	21 SEP 14	FLOWN
	10.7	SECONDARY TIME	20 JUL 04	22 OCT 04	Z
	1944.4	PRIMARY TIME	¥	EL A	Ш
	LOADMASTER	CREW POSITION	C130E(S)	C130H(S)	AIRCRAFT MDS
		CAREER TOTALS			AIRCRAFT TOTALS
FAC: A OFDA: 127 ASC: BA ASC DATE: 14 JUN 14 UNIT: 0095ALSSQ BASE: 440AW (POPE FIELD)	GRADE: MSG API: A PRI ACFT: C130H		SSAN: PRI CRW POS: L	40ALFW	NAME: ML1 CMD: AFR WING: 0440ALFW
	INQUIRY				
AS UF 1/ DEC 2014 PCN SA036-F40	ביבושם וובטוסקי קבדטקו (דא)	T L L L L L L L L L L L L L L L L L L L		47.10	
20 01 11 000	TCTOBV DEBORT /D	T 4 20 E		014 14 40	TATTAKED 1/ DEC /014 14:40

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G1.10.3. INDIVIDUAL FLIGHT DATA REPORT

NVG:	CMBT SUPT:	COMBAT:	OTHER:	EVALUATOR:	INSTRUCTOR:	SECONDARY	PRIMARY:	TOTAL TIME:	SEQ NO:	CREW POSN:	MDS:		NAME: ML 1 CREW POSN: EL A DAFSC: 1A271	PREPARED 17 DEC 2014 14:40
239.5	158.1	506.2	116.2	17.1	289.6	10.7	1896.1	2329.7	01	EL A	C130H		A AGE	DEC 2014 1
0.0	0.0	0.0	1.0	0.0	0.0	0.0	48.3	49.3	00	¥	C130E		Ü.	4:40
239.5	158.1	506.2	117.2	17.1	289.6	10.7	1944.4	2379.0		TOTAL	ACFT	(PART-1)	RANK: MSGT SSAN: LST PHYS: 12 JUL 14 API: A LST CHMB: 06 FEB 13 MAJCOM: AFR	INDIVIDUAL FLIGHT DATA AS
													PRI ACFT: C130H FAC: A ASC: BA	AS 0F 17 DEC 2014 PCN SA036-F60

PAGE 1

	28	08	18		28	07	17		27	07	17	>	TOTAL FLYING GRAND TOTAL:	NAME: ML1 CREW POSN: EL DAFSC: 1A271	PREPARED
	O.O	0.0	0.0 0.0		0.0	0.0V	0.0V		0.0 0.0	7 DEC 0.0	7 DEC 0.0	IRCRAF	FLYING TIME: TOTAL:	L1 1: EL A 271	17 DE
90 DAYS	27 SEP 0.0	07 OCT 0.0	17 OCT 0.0	60	27 OCT 0.0	9.0 9.0	16 NOV	30	26 NOV 9.9	06 DEC 0.0	16 DEC 0.0	AIRCRAFT TYPE REQUEST: ALL	ME:	AGE:	PREPARED 17 DEC 2014 14:40
DAYS TOTA	26 SEP 0.0	0.0 0.0	16 OCT 0.0	DAYS TOTA	26 OCT 0.0	0.0 0.0	15 NOV 0.0		25 NOV 0.0	05 DEC 0.0	15 DEC 0.0	QUEST: AL	2379.0 2379.0		40
TOTAL FLYING TIME: 2.6	25 SEP 0.0	05 OCT 0.0	15 OCT 0.0	60 DAYS TOTAL FLYING TIME: 0.0	25 OCT 0.0	04 NOV 0.0	14 NOV 0.0	DAYS TOTAL FLYING TIME: 0.0	24 NOV 0.0	04 DEC 0.0	14 DEC 0.0	-		LST PHYS	IN
TIME: 2.0	24 SEP 0.0	04 OCT 0.0	14 OCT 0.0	TIME: 0.0	24 OCT 0.0	0.0 0.0	13 NOV 0.0	TIME: 0.	23 NOV 0.0	03 DEC 0.0	13 DEC 0.0	(PART-2)	TOTAL PRI	RANK: M PHYS: 12 JUL 14 CHMB: 06 FEB 13	INDIVIDUAL FLIGHT DATA
	23 SEP 0.0	03 OCT 0.0	13 OCT 0.0		23 OCT 0.0	02 NOV 0.0	12 NOV 0.0	0	22 NOV 0.0	02 DEC 0.0	12 DEC 0.0	-2)	MARY/INSTRI	RANK: MSGT JUL 14 FEB 13	PLIGHT DA
DAYS ELOWN.	22 SEP 0.0	92 OCT 9.0	12 OCT 0.0	DAYS FLOWN: 0	22 OCT 0.0	0.0 0.0	11 NOV	DAYS FLOWN: 0	21 NOV 0.0	01 DEC	11 DEC 0.0	AIRCRAFT	TOTAL PRIMARY/INSTRUCTOR TIME: MDS PRIMARY/INSTRUCTOR TIME:	SSAN: API: A MAJCOM: AI	
N	21 SEP 2.0	01 OCT	11 OCT 0.0	Ň: 0	21 OCT 0.0	31 OCT 0.0	10 NOV	WN: 0	20 NOV 0.0	30 NOV 0.0	10 DEC 0.0	MDS REC	ME	H	OF 17 C
	20 SEP 0.0	30 SEP 0.0	10 OCT 0.0		20 OCT 0.0	30 OCT 0.0	9.00 NOV	1	0.0 V	V 29 NOV 0 0.0	C 99 DEC	AIRCRAFT MDS REQUEST: C130H	2234.0 2234.0	PRI A	AS OF 17 DEC 2014 F
	19 SEP 0.0	29 SEP 0.0	09 OCT 0.0		19 OCT 0.0	29 OCT 0.0	08 NOV		18 NOV 0.0	28 NOV 0.0	08 DEC 0.0	Ξ.		ACFT: C130H ASC: BA	PCN SA036-F60

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G1.10.4. INDIVIDUAL FLIGHT RECORD REPORT

	C130H 22 JUN 14 88-4404	Ī	21 JUN 14 88	23 MAY 14 86	19 MAR 14 86	18 MAR 14	16 MAR 14	15 MAR 14	14 MAR 14	MAR 14	02 MAR 14	01 MAR 14	FEB 14	24 FEB 14	FEB 14	FEB 14	07 FEB 14		17 JAN 14	17 JAN	16 JAN 14	19 DEC 13	19 DEC 13	16 DEC		06 DEC	MDS DATE NUMB		NAME: ML1 CMD: AFR WING: 0440ALFWG	
						ē	2 IL	35	45	3/E							40-0		700	4 IL)2 ML	11)4 EL)3 ML	POSN	DUTY		
	.0	0.0	0.0	.0	1.9				1.4														2.5	0.0	0.0	2.4	PRI		UNIT: 0095ALSSQ	
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	2.0	2.0	2.0	2.0	1.9	1.3	1.4	2.4	1.4	1.1	4.1	4.0	۵. 0	1.8	3.6	ω	4.0	0.6	4.7	2.6	0.4		2.5	4.2	3.1	2.4	TOTAL		: TMKH	100
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	0.0 0						0.0 0		0.0														.0	.0 0	0		C/S SRT	C/S	PRI	
	0.0	0.0	0.0	0.0	1.9	1.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0 0	9.0	0.0	0.6	2.3	2.6	0.4		0.0		0.0		T NITE	S	PRI CREW POS:	
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		0.0		4		22 JUN 14 11 JUL 14 21 SEP 14	DATE			
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į.		0.	0.0	3.7	EVAL	0.0 2.0	PRI	UNIT: 0095ALSSQ		
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				2.0	=	0.0	EVAL	SSAN		
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G1.10.5. INDIVIDUAL TRAINING SUMMARY

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		CLEO GRND IRNG ALL	C130 GRND TRNG ALL	CISC GRAD INNO ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 FLT INSTR CERT	C130 FLT EVAL CERT	C130 DZS0	C130 AIRCRFT DEMO GT	BANNER CERTIFICATION	LM MSN FTL A	LM MSN FTL A	LM MSN FTL A	LM MSN FTL A	LM MSN FTL A	LM MSN FTL A	LM MSN FTL A	LM MSN FTL A	LM JPADS A/D	LM BASIC FTL A	LM BASIC FTL A	LM BASIC FTL A	QUALIFICATION PROFILE	NAME: $\mathrm{ML}1$ PHYSICAL DUE DATE: 09 OCT 15		PREPARED 17 DEC 2014 14:41
		UNIT INDOC-MR	FURCE PROTECT	HUMAN RELATIONS	INFO PROTECTION	DOD CYBER AC	PASSPORT	MOB FLDR REV	FLT INSTR CERT	FLT EVAL CERT	DZS0	ACFT DEMO GT	BANNER CERT	TAC MSN EVENT	IR THREAT EVENT	OPTICAL THREAT	MED/HI OR JPADS A	PERSONNEL ACT.	CDS ACTUAL	EQUIP ACTUAL	BASIC A/D EVENT	PADS AIRDROP	ACDTQT	NVG EVENT	PROF SORTIE	TASK NAME	5		д
		6001	E114	E113	E112	E100	E030	C040	0511	0512	0572	XDGT	0544	M050	FE19	FE09	A/D AD09	AD05A	AD04	AD03	AD01	AD10	P280	NV02	M010	TASK ID	GRADE: MSGT SSAN: PHYSIOLOGICAL DUE DATE: 28 FEB 18	CUR	INDIV
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																										ST WVD	90		.T10

			GT C130 GRND TRNG ALL	GI C130 GRND TRNG ALL		CISC GRND IRNG	CISO COMP TOWN	C130 GBND TBNG	GT C130 GBND TBNC ALL	C130	GT C130 GRND TRNG ALL		GT C130 GRND TRNG ALL	GT C130 GRND TRNG ALL	GT C130 GRND TRNG ALL	GT C130 GRND TRNG ALL	GT C130 GRND TRNG ALL	GT C130 GRND TRNG ALL	GI C130 GRND TRNG ALL	CLSO	C130							GT C130 GRND TRNG ALL	PHYSICAL DUE DATE: 09 OCT 15	NAME: ML1	PREPARED 17 DEC 2014 14:41
			NVG GRND REF-MR	INT NVG TRNG	THEAT INDOC	AFE FIT CHECK-GND	A. L/S EQUIP-MR	EGRES W/ACDE	ALRCREW LW	ATROBER CLOG-GND	EGRESS C130 CND	CENTAL LAMI	DENTAL EXAM	EX ORD RECON	USE OF FORCE	SABC	9MM SML ARM	INITIAL CRM	MASK FIT TEST	ISOPREP REV	LOAC	ANTI-HIJACK-MR	INTEL TRNG-MR	IACITCS-MR	CIVAL AD ONLY	CBRNE HANDS ON	יייייייייייייייייייייייייייייייייייייי	TASK NAME	15		н
			EGAN	LOAN	M060	LL07	LL06	LL05	LL04	LL03	LF01	H020	6284	6304	6283	G281	G280	6231	G183A	G120	6100	0090	G070	G060	6055	6010	6002		PHYSIOLOGICAL DUE DATE: 28 FEB 18	CURRE	INDIVI
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			CURREN	T TRAINI	CURRENT TRAINING PERIOD					
NAME	NAME: $\overline{ML1}$ PHYSICAL DUE DATE: 09 OCT 15	15	GRADE: MSGT SSAN: PHYSIOLOGICAL DUE DATE: 28 FEB 18	N: DATE: 28	FEB 18	24	CREW POSITION: EL A RECORDS REVIEW DUE	CREW POSITION: EL A RECORDS REVIEW DUE DAT	UN TE: 31 JUL	UNIT: 0095ALSSQ E: 31 JUL 15
PGM	QUALIFICATION PROFILE	TASK NAME	TASK	VOL/DUR REQ	VOL/DUR ACCOMP	RE *	DATE LAST ACCOMP	DATE IN PHASE	DATE DUE	ACC OVR IN REST DUE PHS CODE WVD
GT	C130 GRND TRNG ALL	PUBS CHECK	0000	0	Д		25 OCT 14		31 OCT 15	
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GT	C130 GRND TRNG ALL	LOCAL SURV -G	1055	0	0		05 NOV 07			z :
GT	C130 GRND TRNG ALL	CBT SERE TNG-MR	SS02	0	0		08 NOV 12		30 NOV 15	2 3
ণ	C130 GRND TRNG ALL	CNDCT CPTR	5503	0	0		06 MAR 12		31 MAR 15	Z
GT	C130 GRND TRNG ALL	WATER SURV -MR	\$505	0	0		09 MAR 12		31 MAR 15	Z
GT	C130 GRND TRNG ALL	ERCHUTE TRNG-MR	5506	0	0		06 MAR 12		31 MAR 15	2
GT	C130 GRND TRNG ALL	CONT SERE INDOC	\$507	0	0		06 MAR 12			Z :
GT	C130 GRND TRNG ALL	INT CMBT SURV	5520	0	0		03 DEC 03			z
GT	C130 GRND TRNG ALL	INT WATER SURV	5531	0	0		92 OCT 93			z
GT	C130 GRND TRNG ALL	VTRAT INITIAL	VT01	0	0		22 JUN 06			z
GT	C130 GRND TRNG ALL	VTRAT REF	VT03	0	1		13 JAN 14		31 DEC 15	z
GT	C130 GRND TRNG ALL	GO NO GO	XGNG	0	0					Z
GT	C130 GRND TRNG ALL	SEMIS -MR	XSEMI	0	2		01 JUL 14		31 DEC 14	Z
GT	C130 JAI	JAI	INCX	0	1		24 OCT 14			Z
GT	C130 LM RES GRND	QUAL EVAL -MR	AA01	0	0		09 SEP 13		28 FEB 15	z
FT	C130 LM RES GRND	HAZARD CARGO-MR	G182A	0	ц		25 OCT 14		31 OCT 16	Z
15	C130 LM RES GRND	LM REFRESHER-MR	6602	0	ш		25 OCT 14		31 DEC 15	Z
GT	C130 LM RES GRND	MISSION EVAL-MR	0003	0	0		09 SEP 13		28 FEB 15	Z
GT	C130 LM RES GRND	NVG A/D CERT	0547	0	0		11 JAN 05			z
GT	C130 LM RES GRND	NVG A/L CERT	0548	0	0		13 JAN 05			Z
GT	C130 LM RES GRND	CRM LM REFR-MR	X230R	0	4		25 OCT 14		31 MAR 15	Z
GT	C130 LM RES GRND	EM PAR JET SYS	XEPJ	0	0		12 SEP 13			z

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G1.10.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90	
MSGT	ML1	C-130H		0	0	0	2

G1.11. ML2

G1.11.1. INDIVIDUAL DATA SUMMARY

CODE: E: ACC DATE: DUE DATE: STATUS CODE:		
CODE: E: ACC DATE: DUE DATE: STATUS CODE:		LOCAL USE CODE:
CODE: E: ACC DATE: DUE DATE: STATUS CODE:		FAC 8 EFFECTIVE DATE:
CODE: E: ACC DATE: DUE DATE: STATUS CODE:		PROJ DEPARTURE DATE:
CODE: E: ACC DATE: DUE DATE: STATUS CODE:		PROJECTED DUTY LOCATION:
CODE: CODE: CODE: CODE DATE		PROJECTED PAS CODE:
AC CODE	t	PERSONNEL RECORD STATUS:
CODE:	17 2EF 17	DATE ARR THIS STATION:
E; CODE	13 SEB 13	DATE DEP LAST DUTY STA:
CODE	11 JAN 16	DATE OF SEP/OBLIGATION:
HARM CODE: DEPLOYED HARM CODE:	01 NOV 14	DATE OF RANK:
		DATE RETURN FROM OVERSEAS:
STOLET INMODELENT	Z	SHORT TOUR INDICATOR:
CYCTEM MANAGEMENT	VIILFLMZ	EFFECTIVE DATE OF DOLLS
	12 SED 12	DUTY AFSC:
		DATE OF BIRTH:
DATE ASSIGNED JUMP STATUS:	31 JUL 18	PHYSIOLOGICAL DUE DATE:
JUST SIAIOS	02 JUL 13	PHIS AVAIL DOIL.
TATIO	08 MAR 14	PHYS AVAIL CODE:
	95 JUN 15	PHYS DUE DATE:
PROFESSIONAL QUAL INDEX DATE:	A	PHYS CODE:
PROFESSIONAL QUAL INDEX (PQI):	08 MAR 14	AST PHYS DATE:
RESTRICTED AREA BADGE NO:	AFRC	MBB SVC CAT:
SECURITY CLEARANCE DATE: 22 SEP 09		DUTY PHONE:
	PERSONAL DATA	Maria de la companya
		BASE: 440AW (POPE FIELD)
CMD: AFR WING: 0440ALFWG UNIT: 0095ALSSQ	GRADE: SSG	NAME: ML2 SSAN:
	INQUIRY	

DATE 02 JUL 13 requirement to receive	OLOGICAL HYPOXIA TO OLOGICAL HYPOXIA TO OLOGICAL HYPOXIA TO OLOGICAL HYPOXIA TO OLOGICAL HYPOXIA TO	month(s) OFDA to I	17 0 0 17 17 eed 55 additional	continuous CEFIP through 15 years of aviation service and you must ma
ement to rece	URSE HYSIOLOGICAL HYPOXIA TRAININ meet your 10 Year gate requin a valid flight physical.	month(s) OFDA to i	17 0 0 17 eed 55 additional	ontinuous CEFIP through 15 years of av
	URSE HYSIOLOGICAL HYPOXIA TRAININ			Your current OFDA is 17 month(s). You need 55
	URSE HYSIOLOGICAL HYPOXIA TRAININ		17 0	OFDA TO DATE:
	URSE HYSIOLOGICAL HYPOXIA TRAININ		17	OFDA GATE 20/18:
	URSE HYSIOLOGICAL HYPOXIA TRAININ		17	OFDA GATE 15/15:
	URSE HYSIOLOGICAL HYPOXIA TRAININ			OFDA GATE 10/12:
	URSE HYSIOLOGICAL HYPOXIA TRAININ		Ð	PRE-ACIA-OFDA:
	URSE HYSIOLOGICAL HYPOXIA TRAININ		ī	FLYING ACTIVITY CATEGORY:
			12 SED 12	EFFECTIVE DATE:
	URSE HYSIOLOGICAL HYPOXIA TRAININ		> 0	AVIATION POSITION INDICATOR:
	URSE TRAINING/QUAL ST	INTITAL P	TO AUG 13	TRANSITION STATUS CODE:
				AVIATION SERVICE DATE:
-	TRAINING/OUAL ST	EORMAI COURSE	TO AUG 23	OFFICER SERVICE DATE:
STATUS			24 FEB 14	AERO ORDER TERM DATE:
	PARA RATING DATE:	URIG PARA	AX AX	EFFECTIVE DATE:
	PARA RATING:		12 MAR 14	PRIOR ASC:
	CORR PARA KALING DALE:	CORR PARA		EFFECTIVE DATE:
	RATING:	CURR PARA RATING	>	AVIATION SERVICE CODE:
				AVIATION SERVICE DATA
	RIG DT:	OUS MIL RTG DT.	18 NOV 14	PREVIOUS PRODUCTIVE FLIGHT DATE:
			NOV	DREVIOUS PRODUCTIVE FLIGHT DATE:
			A	PAY SIOP DAIE:
			NONE	AU/IAD:
				LAST MPO REASON:
			16 AUG 13	LAST MPO DATE: INCENITVE PAY DATA -
				HELD TRANSPORT
			; 2 (CATEGORICAL FLYING WATVER:
			M	FLT DUTY CERT CODE:
			C130H	PRIMARY ACFT:
BADGES SELECTED ***	*** NO RATINGS OR BADGE		AFRC	ACFT SVC CAT:
			MG	CMD OF AIRCRAFT:
AVIATION BADGE	AERONAUTICAL RATING/AVIATION BADGE		TMKH	ATRCRAFT OPLOC:
UNIT: 0095ALSSQ				AIRCRAFT ASSIGNMENT DATA
	CMD: AFR WING: BAABALE	GRADE: SSG	SSAN:	NAME: IVIL Z
		INQUIRY		
UF 17 DEC 2014 PCN SA036-A70	AS	TNOUTEN		

G1.11.2. INDIVIDUAL FLYING HISTORY REPORT

					147.7	GRAND TOTAL		
					21 NOV 14	DATE LAST FLOWN	TOT	TOTAL SURTIES
					30 JAN 14	DATE FIRST FLOWN		CMB1 SUPPURI SURITES
					9.1	NVG TIME	. 0	COMBAL SORILES
						COMBAT SUP SORTIES	0.0	CMB1 SUPPORT TIME
					0	COMBAT SORTIES	0.0	COMBAT TIME
					101	TOTAL SORTIES	9.1	NVG TIME
					0.0	COMBAT SUPT TIME	0.0	PRIMARY SIM INST
					0.0	COMBAT TIME	0.0	PRIMARY INST
					0.0	CIVILIAN TIME	30.1	NIGHT
					0.0	FOREIGN MIL TIME	0.2	OTHER TIME
					0.0	OTHER US MIL TIME	0.0	EVALUATOR TIME
					0.0	STUDENT TIME	0.0	INSTRUCTOR TIME
					147.7	TOTAL TIME	0.0	SECONDARY TIME
					0.2	OTHER TIME	147.5	PRIMARY TIME
					0.0	EVALUATOR TIME	147.7	TOTAL TIME
					0.0	INSTRUCTOR TIME	21 NOV 14	DATE LAST FLOWN
					0.0	SECONDARY TIME	30 JAN 14	DATE FIRST FLOWN
					147.5	PRIMARY TIME	ML C	FLT DTY CERT CODE
					LOADMASTER	CREW POSITION	C130H(S)	AIRCRAFT MDS
						CAREER TOTALS		AIRCRAFT TOTALS
SC: AA ASC DATE: 12 MAR 14 440AW (POPE FIELD)		FAC: A OFDA: 17 A UNIT: 0095ALSSQ BASE:	FAC: A UNIT: 0	GRADE: SSG API: A PRI ACFT: C130H		SSAN: PRI CRW POS: L	\$40ALFW	NAME: MIL2 CMD: AFR WING: 0440ALFW
				INQUIRY				
14 PCN SA036-F40	AS OF 17 DEC 2014	AS ((PA)	FLYING HISTORY REPORT (PA)	FLYING H		2014 14:43	PREPARED 17 DEC 2014 14:43

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G1.11.3. INDIVIDUAL FLIGHT DATA REPORT

NVG:	CMBT SUPT:	COMBAT:	OTHER:	EVALUATOR:	INSTRUCTOR:	SECONDARY	PRIMARY:	TOTAL TIME:	SEQ NO:	CREW POSN:	MDS:		CREW POSN: ML DAFSC: 1A251	NAME: MI 2	PREPARED 17 DEC 2014 14:44
9.1	0.0	0.0	0.2	0.0	0.0	0.0	147.5	147.7	01	ML C	C130H		C AGE:		EC 2014 14
9.1	0.0	0.0	0.2	0.0	0.0	0.0	147.5	147.7		TOTAL	ACFT				44
												(PART-1)	LST PHYS: 08 MAR 14 LST CHMB: 02 JUL 13	DANK, CCCT	INDIVIDUAL FLIGHT DATA
													API: A MAJCOM: AFR	200	
													AFR		AS OF 17
													FAC: A	3	AS OF 17 DEC 2014
													ASC: AA		PCN SA036-F60

PAGE

28 SEP 27 SEP 1.5 0.0	08 OCT 07 OCT 2.5 0.0	18 OCT 17 OCT 0.0 0.0	1	28 OCT 27 OCT 0.0	0.0 06 0.0 0.0 0.0	17 NOV 16 NOV 4.2 0.0	1	27 NOV 26 NOV 0.0 0.0	07 DEC 06 DEC	17 DEC 16 DEC 0.0	AIRCRAFT TYPE REQUEST: ALL	TOTAL FLYING TIME: GRAND TOTAL:	NAME: ML.2 CREW POSN: ML C AGE: DAFSC: 1A251
26 SEP 0.0	06 OCT 3.0	16 OCT 0.0	60 DAYS TOT	26 OCT 0.0	05 NOV 1.4	15 NOV 0.0	30 DAYS T01	25 NOV 0.0	05 DEC 0.0	15 DEC 0.0	REQUEST: AL	147.7 147.7	
25 SEP 1.3	05 OCT 0.0	15 OCT 0.0	DAYS TOTAL FLYING	25 OCT 0.0	04 NOV 2.3	14 NOV 9.0	TAL FLYING	24 NDV 0.0	0.0	14 DEC 0.0	-5	477	LST PHYS:
24 SEP 2,2	04 OCT 0.0	14 OCT 0.0	TIME: 29.3	24 OCT 0.0	0.0 0.0	13 NOV 2.1	DAYS TOTAL FLYING TIME: 5.4	23 NOV 0.0	03 DEC 0.0	13 DEC 0.0	(PART-2)	TOTAL PRIMARY/INSTRUCTOR TIME: MDS PRIMARY/INSTRUCTOR TIME:	RANK: SSGT : 08 MAR 14 : 02 JUL 13
23 SEP 0.0	03 OCT 2.8	13 OCT 0.0	ù	23 OCT 0.0	02 NOV 0.0	12 NOV 4.1	4	22 NOV 0.0	02 DEC 0.0	12 DEC 0.0	.2)	MARY/INSTE RY/INSTRUC	
22 SEP 0.0	02 OCT 1.9	12 OCT 0.0	DAYS FLOWN: 10	22 OCT 2.7	0.0 0.0	11 NOV	DAYS FLOWN: 2	21 NOV 4.3	0.0 0.0	11 DEC 0.0	AIRCRAFT	UCTOR TIME:	SSAN: API: A MAJCOM: AFR
21 SEP 0.0	01 OCT 1.1	11 OCT 0.0	WN: 10	21 OCT 0.0	31 OCT 0.0	0.0 VON 01	₩: 2	20 NOV 0.0	30 NOV 0.0	10 DEC 0.0	AIRCRAFT MDS REQUEST: C130H	m.	
20 SEP 0.0	30 SEP 3.0	10 OCT 3.0	1	20 OCT 3.1	30 OCT 9.0	99 NOV 0.0	1	0.0 0.0	29 NOV 0.0	0.0	ST: C130H	147.5 147.5	PRI ACFT: FAC: A ASC:
19 SEP 0.0	29 SEP 0.0	09 OCT 0.0		19 OCT 0.0	29 OCT 4.0	0.0 0.0		18 NOV 1.1	28 NOV 0.0	08 DEC 0.0			T: C130H C: AA

90 DAYS TOTAL FLYING TIME: 51.6

DAYS FLOWN: 20

G1.11.4. INDIVIDUAL FLIGHT RECORD REPORT

0.0 0 1.4 0.0 0.8 0.0 0.0 1.7 0.0 1.7 0.0 2.9 0.0 2.2 0.0 0.0
.0 1.4 1 0.0 0 0.8 1 0.0 0.8 1 0.0 0.0 1.2 1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0
1.4 1 0.0 0 0.0 0 1.4 1.6 0.8 1 0.0 0 0.0 0 0.0 0 0.0 1.2 1 0.0 0 0.0 0 0.0 0 0.0 1.2 1 0.0 0 0.0 0 0.0 1.4 1 0.0 0 0.0 0 0.0 1.4 1 0.0 0 0.0 0 0.0 1.6 1.4 1 0.0 0 0.0 0 0.0 1.7 3 0.0 0 0.0 0 0.0 1.8 1 0.0 0 0.0 0 0 0.0 1.9 2 0.0 0 0.0 0 0.0 1.0 2.2 1 0.0 0 0.0 0 0.0 2.2 1 0.0 0 0.0 0 0.7 2.8 1 0.0 0 0.0 0 0.7 2.8 1 0.0 0 0.0 0 0.1 2.9 2 0.0 0 0.0 0 1.5 3.9 2 0.0 0 0.0 0 1.1 1.1 1 0.0 0 0.0 0 0.1 1.1 1 0.0 0 0.0 0 0.0 3.9 2 0.0 0 0.0 0 0.0 1.1

	12 NOV 14 88	NOV 14	NOV 14	UCI 14	001 14	001 14	14	OCT 14	06 OCT 14	03 OCT 14	03 OCT 14	02 OCT 14	01 OCT 14	30 SEP 14	SED 14	23 SEP 14	24 SEP 14	17 SEP 14	15 SEP 14	12 SEP 14	10 SEP 14	04 SEP 14	SEP 14	AUG 14	AUG 14	DATE	1	NAME: ML2 CMD: AFR WING: (
	-4401	-4403	-4403	-4405	-4402	-0414	-0414			88-4405					2077 88		88-4401	88-4405	88-4404	86-0418	88-4401	88-4405	88-4405	86-0411	86-0410	NUMB	TATI	WING: 0440ALFWG	
	¥_		3			3					ME			≅ ₹									꾸	7	F	POSN	VTU	TINU	
	1.1 0		2.3			i	.0	ū				1.9		9.4				2.7						4.3	1.3	PRI		UNIT: 0095ALSSQ	
	0.0				0.0							0.0) o			0.0			0.0	0.0	0.0	0.0	0.0	0.0	SEC		5ALSS	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0) o	0 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	TSNI		٥	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0	D 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	EVAL		SSAN:	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	D 0	o .	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	ОТН		SSAN: ACFT OPLOC: TMKH	NI
	4.1	1.4	2.3	4.0	2.7	3.1	3.0	2.5	3.0	1.3	1.5	1.9	1 0) C		1.0	2.2	2.7	4.2	2.1	3.4	4.1	2.1	4.3	1.3	TOTAL		ТМКН	INQUIRY
	ω	2	2	w	H	ب	2	4	2	ب	ω.	1 4	J F	- 0) H	سر د	ب	Uī	ш	Н	ω	H	ω	ш	ŭ	SRT			
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0	0 0	0 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	CMB		GRADE:	
	0	0	0	0	0	0	0	0	0	0	0	o c	o c	o c	0	0	0	0	0	0	0	0	0	0	0	SRT	OND OND	SSGT	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9 0	0 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	C/S			
	0	0	0	0	0	0	0	0	0	0	0	o c	o 0	0 0	0	0	0	0	0	0	0	0	0	0	0	SRT	0/0	I CRI	
	1.8	1.4	0.9	0.0	2.7	1.0	0.0	0.3	1.0	0.0	1.5	9 0	0 0	0 0	0.0	, μ . ω	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NITE		PRI CREW POS:	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0	0 0	0 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	INS		ř	
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	SNI		P	
AFR	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.5	0 0	0 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0 0		0.0	NVG		RI AI	
-	2	_	_	1	_	Н	1	_	Д,	٠,		ـر د	٠, ـ	٠,٠	Н	Д	ш	į.	_	—	_	_ ,	_,	_ ,	ш	RES		RCRA	
PAGE	S	S	S	S	S	S	S	S	S	S	n 0	n u	v	o co	S	S	S	S	S	S	S	S	<i>s</i> (n (S	N/S		7	
2	20141113	20141105	20141105	20141030	20141023	20141021	20141014	20141009	20141007	20141006	20141006	20141006	20141006	20141006	20141006	20140925	20140925	20140918	20140916	20140915	20140912	20140905	20140903	20110021	20140821	DATE S UPDATED		PRI AIRCRAFT: C130H	

I CERTIFY		RPA:	SIMULATOR:	MDS SUMMARY		C130H	C130H	C130H	MDS	NAME: ML2 CMD: AFR		PREPARED
CERTIFY THAT I HAVE REVIEWED MY IFRR AND IT		0.0		VRY PRI		NOV	18 NOV 14	VOV	DATE			PREPARED 17 DEC 2014 14:44
E REVIEWED		0.0	0.0	SEC		88-4403	88-4403	88-4402	TAIL	WING: 0440ALFWG		4 14:44
MY IFRR		0.0	0.0	INST		4 7	3 3	M	DUTY			
AND I		0.0	0.0	EVAL			4.2		PRI	UNIT: 0095ALSSQ		
r is co						0.0	0.0	0.0 0.	SEC INST	DSSTA		INI
IS COMPLETE AND ACCURATE.				0TH 1			0.0		ST EVAL	SSAN:		INDIVIDUAL FLIGHT RECORD REPORT (PA)
AND ACC		0.0	0.0	TOTAL			0.0		HTO	SSAN: ACFT OPLOC: TMKH	н	LFLIGH
URATE.		0	0 0	SRT		4.3	4.2	2.1	TOTAL	: TMKH	INQUIRY	T RECOR
SIGNATURE		0.0	N/A	CMB		 	1 0.0	1 0.	SRT CMB	GRAD		D REPOR
TURE		0	N/A	SRT			00		CMB SRT	GRADE: SSGT		T (PA)
		0.0	Z .	2/2			0.0		C/S C/S SRT			
		0	N 0	SRT			0.0		S NITE	PRI CREW POS		AS OF
		0.0	0.0	NITE			0.0		INS	:: -		17 DEC 2014
	AFR	0.0					0.0 0.0		N SNI WIS	PRI		2014
DATE					Ĺ	ນິພ	33	Ν	NVG RES	AIRCRAFT		PCN
	PAGE 3	0.0 0.0		AN SNI	2 2014112	5 20141119		S 20141114	DATE N/S UPDATED	PRI AIRCRAFT: C130H		PCN SA036-F70

G1.11.5. INDIVIDUAL TRAINING SUMMARY

		GT	១	9	GT	G	ST	SI	ध	GT	গ	GT	GT	GT	AA	AA	AA	A	A	A	AA	AA	AA	AA	AA	CD PGM	NAME		PREP
		C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL		C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 GRND TRNG ALL	C130 AIRCRFT DEMO GT	LM MSN FTL C-R	LM MSN FTL C-R	LM MSN FTL C-R	LM MSN FTL C-R	LM MSN FTL C-R	LM MSN FTL C-R	LM MSN FTL C-R	LM MSN FTL C-R	LM BASIC FTL C	LM BASIC FTL C	LM BASIC FTL C	QUALIFICATION PROFILE	NAME: $\mathrm{ML2}$ PHYSICAL DUE DATE: 05 JUN 15		PREPARED 17 DEC 2014 14:44
		INTEL TRNG-MR	TACTICS-MR	ENAF AD ONLY	CBRNE HANDS ON	MARSHALL TRG -G	UNIT INDOC-MR	FORCE PROTECT	HUMAN RELATIONS	INFO PROTECTION	DOD CYBER AC	PASSPORT	MOB FLOR REV	ACFT DEMO GT	TAC MSN EVENT	IR THREAT EVENT	OPTICAL THREAT	MED/HI OR JPADS A/D	PERSONNEL ACT.	CDS ACTUAL	EQUIP ACTUAL	BASIC A/D EVENT	ACDTQT	NVG EVENT	PROF SORTIE	TASK NAME	15		4
		G070	6060	6055	G010	6002	6001	E114	E113	E112	E100	E030	C040	XD	M050	FE	Æ		AD	AD	AD	AD	P2	NN	ме	TAS ID	GRADE: SSGT SSAN: PHYSIOLOGICAL DUE DATE: 31 JUL 18	СП	INDI
- 1		70	60	55	10	02	01	14	13	12	00	30	40	XDGT	50	FE19	FE09	AD09	AD05A	AD04	AD03	AD01	P280	NV02	010M	*	SSAN: DUE DAT	RRENT	VIDUAL
PAGE 1		0	0	0	0	0	0	0	0	0	0	0	0	0	Ų,	0	0	0	0	2	2	5	0	2	6	VOL/DUR REQ	ΓΕ: 31	TRAININ	TRAIN
		2	1	0	0	н	H	н	2	2	ų	0	2	1	149	9	6	ω	141	Ú1	Úī	152	2	4	69	VOL/DUR ACCOMP	JUL 18	CURRENT TRAINING PERIOD	INDIVIDUAL TRAINING SUMMARY
															0					0	0	0		0	0	REM %		9	MARY
		22 SEP 14	24 FEB 14			24 FEB 14	08 AUG 14	09 MAR 14	09 MAR 14	09 MAR 14	02 JUL 14		12 APR 14	16 NOV 14	04 NOV 14	04 NOV 14	04 NOV 14	08 OCT 14	04 NOV 14	20 OCT 14	20 OCT 14	04 NOV 14	24 OCT 14	02 OCT 14	21 NOV 14	DATE LAST ACCOMP	CREW POSIT		
																										DATE IN PHASE	CREW POSITION: ML C RECORDS REVIEW DUE DATE:		AS OF 17 DEC
	+	31 DEC 15	31 DEC 15					09 MAR 15	09 MAR 15	09 MAR 15	02 JUL 15		31 OCT 14			31 DEC 15	31 DEC 15	31 DEC 15	31 DEC 15				31 DEC 15		31 JAN 15	DATE DUE			C 2014
	AFR PAGE 1												YES													ACC OVR IN DUE PHS	UNIT: 0095ALSSQ		PCN SA036-T10
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G1.11.6. 30/60/90 DAY REPORT

GRADE	NAME		7	30	60	90
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G2. FLIGHT EVALUATION AND TRAINING RECORDS

G2.1. MIP1

G2.1.1. DA FORM 7120s

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Name: MIIP1		A	ircraft:	C-212				Page 1 of 1	_
Tasks (continued)	Day	Night			CBRN	Sim		Remarks	
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1352 Perform Rejected Takeoff	2E							See 7120-3-R	_
2002 Perform Unimproved Area Op	3								_
2003 Perform Airborne Op	3								
4911 Eng Run-Up/Aircraft Sys Ck	2					77			-
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CERTIFICATION:			
I have/have not completed my	ATP flying-hour, task performance, ar	nd evaluation requirements.	
Crew Member's Signature		Date:	
A FORM 7120-3-R, DEC 200	9 PREVIOUS EDITIONS ARE C		E vt.C

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G-169

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS

REMARKS AND CERTIFICATION For use of this form see TC 3-04.11; the proponent agency is TRADOC. REMARKS: MIP1 C-27J 29 AUG 14 COMPLETED ACT-E Sustainment Training. Academic Training to be IAW unit SOP. Aeromedical Training to be completed IAW unit SOP. Crewmember will perform at least one Rejected Takeoff maneuver during first semi-annual period. Crewmember will perform at lease one iteration of each procedure listed in the Acceptance And Functional Check Flight Checklist (TO 1C-27J-6CL-1) annually. There are no ASE/EW training requirements IAW DSOA memo dated 1 SEP 10. There are no CBRN training requirements IAW DSOA memo dated 1 SEP 10. There are no ROCV training requirements IAW DSOA memo dated 1 SEP 10. There are no PR training requirements IAW DSOA memo dated 1 SEP 10. CERTIFICATION: I have/have not completed my ATP flying-hour, task performance, and evaluation requirements. Crew Member's Signature: Date:

PREVIOUS EDITIONS ARE OBSOLETE.

APD PE v1.00

DA FORM 7120-3-R, DEC 2009

G2.2. MP1

G2.2.1. DA FORM 7120

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G2.2.2. DA FORM 4507s

Name: MP1			Rank	: CIV		PID			_
Unit: USASOC Flight			Purpo	se: Miss	sion T	C. PAR	1	-	-
Aircraft Type: C-27J	Date Started:	18 Nov 14	_	Must Co	_	_			-
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Flight	Data	18 Nov 14							
Time Today		2.6					-	+	+
Cumulative Time		2.6			100			7	$^{+}$
Day FlightToday			\neg			17	-		+
Day FlightCumulative					1		-	+	+
ω/ Η FlightToday					-		-	+	+
W/H FlightCumul	ative							+	+
Wight Flight-Today								+	t
Hight Flight-Cumul	ative	7		1				+	+
NVG FlightToday		2.6	-						t
NG FlightCumula	ative	2.6							t
Outy Position		÷Ι							t
Seat Position		R				\dashv			t
Overall Grade		5				1			t
Crew Member Initials		4				1			+
Frainer or Evaluator Name Outy Position	, Rank, and	DAC							

	MANEUVER/PROC For use of this form see TC 3-04.1 Trainee's/Examinee's Name: MP1						
s				DA	ATE .		
ELE	Page No. 1 No. Pages 3	#					
C	MANEUVER/PROCEDURE	18 Nov 14					
	1000 Participate in a Crew Mission Briefing	5					
R	1004 Plan a Visual Flight Rules (VFR) Flight	5					
R	1007 Plan Instrument Flight Rules (IFR) Flight	3				-	
	1014 Prepare AircraftWeight and Balance	5					
R	1019 Perform (CNI-MS) Operations	5					
R	1022 Verify Takeoff + Landing Data (TOLD)	5					
R	1023 Perform Flight at Minimum Control Speed	/					
	1026 Maintain Airspace Surveillance	5				1	
	1029 Perform Preflight Inspection	S					
	1035 Perform Engine-Start/Systems Checks	5			++		-
	1040 Perform Aircraft Taxi	0			-		
	1043 Perform Aircraft Backing Procedures	1					
	1057 Perform Emergency Ground Egress						
	1058 Perform Aircraft Fueling	H					
F	1060 Perform Ramp and Cargo Door Operation						
F	1061 Perform Internal Load Operations				5,01%		
	1063 Perform Combat Offload Operations						
F	1084 Perform Cargo Compart Change in Config		4 1-4	- V			
	1104 Perform Normal Takeoff and Climb	5					
	1105 Perform Tactical / Maximum Effort T/O	/	1		141		
R	1120 Perform Steep Turns	1					
R	1122 Perform Climbs and Descents	5					
R	1125 Perform Slow Flight						
	1138 Perform Fuel Management Procedures	3		7			
R	1144 Perform Touch-and-Go Landing (IP/SPs)						
	1145 Perform Normal Landing	5	4			1	
	1146 Perform Tactical / Max Effort Landing	/		7			
R	1147 Perform No Flap Landing	/					11

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	MANEUVER/PROC For use of this form see TC 3-04.1 Trainee's/Examinee's Name: MP1						
s				D	ATE		
E	Page No. 2 No. Pages 3	#	1011				
E C T	MANEUVER/PROCEDURE	18 Nov 14					
R	1177 Perform Go-Around	5					
	1182 Perform Radio Comm Procedures	5					T
R	1184 Respond to Inadvertent IMC	1				-1	
	1188 Operate Aircraft Survivability Equipment	11					
	1189 Operate Crew Life Support Equip / ALSE		1 - 1				
R	1201 Perform Instrument Takeoff	11					+
R	1210 Perform Holding Procedures	Jan 1					+
R	1212 Perform Terrain Awareness (TAWS)	5				-115	
R	1215 Perform Precision Approach	1					+
R	1220 Perform Non-Precision Approach	1					+
R	1229 Perform Coupled Approach	AND THE REAL PROPERTY.	40.00				1
R	1240 Perform Missed Approach	1					
R	1245 Perform Unusual Attitude Recovery						+
	1247 Perform Auxiliary Power Unit (APU) Ops	5	1		11/3		+
R	1249 PerformWindshear Recovery Procedures	7	1				+
R	1250 Perform Digital Autopilot/FD/AT/Ops	5	III. FI			-	+
R	1251 Perform Head Up Display (HUD) Ops	/				- 1	+
R	1254 Perform IFR Navigation						1
R	1260 OperateWeather Avoidance Systems					111	+
R	1262 Perform Circling Approach	J. Salar					
R	1265 Perform (TCAS) Operations	\$	11,100			7	1
	1300 Perform Emergency Procedures	1	1			_	
	1302 Perform Proc for Two-Way Radio Failure						7
R	1303 Perform Approaches to Stalls		- 1	= 17			
	1310 Perform EPs for E/F During Cruise Flight			J (T			1
	1315 Perform Single-Engine Landing						
	1320 Perform Single-Engine Go-Around						
	1325 Perform EPs for E/F During Takeoff	1				_	

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_	For use of this form see TC 3-04. Trainee's/Examinee's Name: MP1		•	1/4	1201				
s						ATE			
ELE	Page No. 3 No. Pages 3	#							
C	MANEUVER/PROCEDURE	18 Aby 14							
	1335 Perform EPs for E/F Final Approach	100	1		+	+	-	-	-
R	1352 Perform Rejected Takeoff	1			-	+	-	+-	
	1470 Operate Night Vision Goggles (NVG)	5			-	+	-	-	
	1474 Respond to NVG Failure	-					1	1	
	1800 Perform After Landing Tasks	5							
	2000 Perform Unimproved Area Operations	1		-				-	
	2001 Perform Paradrop Door & Ramp Ops	11				+	-	-	
	2002 Perform CDS Operations	1				-		-	
	2003 Perform MFF Ops (HALO/HAHO)	11			+	-	-		
	2006 Perform Door Bundle Airdrop Ops	11			+	+	-	-	-
	2009 Perform Eng Run Offload/Onload (ERO)	1			+	1	-		
	2010 Perform (IMC) Airdrop Operations	1				-	-		
	2026 Perform Mountain Operations	1				+			
	2040 Perform Airdrop Emergency Procedures							-	
	2042 Perform Actions on Contact/Evasive Manyr	1		_					
	2078 Perform Tactical Flight Mission Planning	1	111						
	2079 Perform Low Level Navigation							-	-
	2080 Perform Tactical Departure							-	-
	2081 Perform Low Level Flight	3000					-		
	2084 Perform Tactical Descent and Arrival	-							+
	XXX1 Perform Hazardous Cargo OPS							\vdash	
-	XXX2 Perform LDG Gear Jacks Extension OPS	and an							
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G2.3. MP2

G2.3.1. DA FORM 7120s

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Name: MP2								F	Rank:	DAC		PID:						Birth Month: JUL	FAC: N/A
Duty Title: Airpla	ane P	ilot						A	ircraft	Туре	C-2	73				×	Prin	nary Ar Additional	Alternat
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Other Hours (Speci	ify)		_	_													\exists		
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nstrument Flight E	valuat	ion			ji i										1		_		
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Maintenance Test F	light E	Evalua	ation	1.															
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Other (Specify)					11											_			
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rew Member's Sign	nature	:					-	-				104		311011	23410	(J), B	di	Date:	181,

Name:MP2		Airc	raft: C-	27J		CBR	N Requir	rements: Yes V No
Tasks	Day	_	_		CBRN			Remarks
1023 Perform VMCa w/CEI	1E				-		12.18	, and a second
1352 Perform Rejected T/O	1E							
2000 Perform Unimproved Area Op	1	7						
2001 Perform Paradrop S/L Door	1		1					
2002 Perform CDS Ops	1							
2003 Perform MFF Ops (HALO)	1		7	97				
2006 Perf Static Line Door Bundle	1							
2009 Perform ERO	1			-				
2040 Perform Airdrop Emer Proc	1							
2079 Perform Low Level Nav	1	- 1	-					
2081 Perform Low Level Flight	1		1					
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1	ER TASK PERFORMANCE AND EX REMARKS AND CERTIFIC For use of this form see TC 3-04.11; the proponen	CATION	
REMARKS:			
MP2	C-27J	22 OCT 14	
		COMPLETED	
ACT-E Sustainment Training			
Academic Training to be IAV			
Aeromedical Training to be c	ompleted IAW unit SOP.		
There are no ASE/EW training	g requirements IAW DSOA memo dated 1	SEP 10.	
	requirements IAW DSOA memo dated 1 SI		
	requirements IAW DSOA memo dated 1 SI		
	irements IAW DSOA memo dated I SEP		
CERTIFICATION:			
I have/have not completed i	my ATP flying-hour, task performance, a	nd evaluation requirements.	
Crew Member's Signatu		Date:	

				For	use o	this f	om s	MAI ee TO	VDE: 3-04	R'S	ne pro	Pone	LI ent a	ST	is TF	RADO	C.				
A							P	ART	I. B	IOGI	RAP	HIC	AL								
Name: MP2							1	Rank:	DAC		PID:					3	Birth	Month:		FA	c: N/A
Duty Title: Airpl	ane P	ilot					1	Aircrat	туре	: C-2	212				1	Prin	ary	A	dditiona	1	Altern
				P	ART	II. A	UTH	ORI	ZED	FLIG	тна	DUIT	TIES	/ST/	TIC	NIC					
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Name: MP2		- A	ircraft:	C-212	2		1	Page ! of i
Tasks (continued)	Day	Night	NVG	NVS	CBRN	Sim		Remarks
1305 Perform Vmca w/CEI	1E				-		7.4	
1352 Perform Rejected Takeoff	2E			-	7 = 1			See 7120-3-R
2002 Perform Unimproved Area Op	3				7 77		7	
2003 Perform Airborne Op	3			111			1 1	
4911 Eng Run-Up/Aircraft Sys Ck	2							
4917 Engine NTS Sys Check	2	2		1.7				
4918 Flight Idle Fuel Flow Ck	2				1. 4			
4921 Stall Warning Sys Ck	2							
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G-180

CREW MEMBER TASK PERFORMANCE AND EVALUATION REQUIREMENTS REMARKS AND CERTIFICATION For use of this form see TC 3-04.11; the proponent agency is TRADOC. REMARKS: C-212 1 AUG 14 COMPLETED ACT-E Sustainment Training. Academic Training to be IAW unit SOP. Aeromedical Training to be completed IAW unit SOP. Crewmember will perform at least one Rejected Takeoff maneuver during first semi-annual period. There are no ASE/EW training requirements IAW DSOA memo dated 1 SEP 10. There are no CBRN training requirements IAW DSOA memo dated I SEP 10. There are no ROCV training requirements IAW DSOA memo dated I SEP 10. There are no PR training requirements IAW DSOA memo dated 1 SEP 10. I OCT I PEMOVE From A/C. DUD RACED IN THE COT AS REIMARY A/C CERTIFICATION: I have/have not completed my ATP flying-hour, task performance, and evaluation requirements. Crew Member's Signature: Date:

G-181

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DA FORM 7120-3-R, DEC 2009

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Name: MP2	777.2		_					-	ank:	10.00		PID:				-			Month		27.50	: N/A
Duty Title: Airpla	ne P	ilot			_	_		A	ircraft	Туре	: C-1	2C				-	Prim	ary	1	Additiona	d	Alternati
					PA	RTI	I. A	UTH	ORIZ	ED	FLIG	HT	DUT	IES	STA	TIO	NS					
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Name: MP2		Airc	aft: C-	12C		CBR	N Requ	irements: Yes ✓ No
Tasks	Day				CBRN			
1352 Perform Rejected Takeoff	2E							See 7120-3-R
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DA FORM 7120-1-R, DEC 2009

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	ER TASK PERFORMANCE AND E REMARKS AND CERTIFI For use of this form see TC 3-04.11; the propone	CATION	
REMARKS:			
MP2	C-12C	1 AUG 14	
		COMPLETED	
Academic Training to be IA	W unit SOP,		
Crewmember will perform a maneuver with an IP during	at least one Rejected Takeoff first semi-annual period.		
CERTIFICATION:	d my ATP flying-hour, task performance	and evaluation requirements	
Crew Member's Signa DA FORM 7120-3-R, DEC		Date:	APD PE v1.0

G2.4. MP3

G2.4.1. AF FORM 942

		-	RECORD OF	EVALUATION			
NAME(Lest, Fire MP3	st Middle Initial)			SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AETC	1	10 00 00 01			History	
C-130E/FP	INIT INSTM/QUAL	16 Jan 09	1				
C-130H/FP	INIT MSN	24 Jun 09	E43			7	
	AMC						
	Initial Review	29 Jun 09					
C-130H/FP	INSTM/QUAL	19 May 10	- 1				
C-130H/FP	N/N MSN	20 May 10					
	Annual Review	30 Jun 10					
	Annual Review	30 Jun 11					
C-130H/FP	MSN	12 Jan 12	7.				
C-130H/FP	INSTM/QUAL	19 Jan 12	- 4				
	Annual Review	25 Jun 12					
	AETC						
C-130H/MP	INIT MSN	07 Mar 13	7				
	AMC						
	Annual Review	03 Jun 13					
C-130H/MP	INSTM/QUAL	20 Jun 13	1				
	Annual Review	02 Jun 14					
C-130H/MP	MSN	18 Aug 14	-1				
C-130H/MP	INSTM/QUAL	10 Nov 14	1				
		1 - 7					
PRINCIPAL PU	USC 8013; EO 9397 RPOSE: Source docum S VOLUNTARY: SSAN	ent used to recons	d aircrew evaluati	ons.	vide may result in a l	oss of aircraw av	aluation records
AF Form 942,				EDITIONS ARE OBSO	And the second second second	COS OF WICHOW OV	and add in records

G2.4.2. AF FORM 8s

NAME, RANK, ORG	2 ^{NO} SORTIE: EVALUATOR: DATE		NAME, RANK, ORG	1 ST SORTIE: EVALUATOR: DATE		re-accomplished, or just SPEQIFIC areas/subareas.	D. ADDITIONAL COMMENTS: If an individual received an overall Q3, indicate whether the ENTIRE evaluation must be		SEFE NAME: PUBS CHECK BY:	C. RECOMMENDED ADDITIONAL TRAINING: Include how satisfactory knowledge or proficiency will be demonstrated to an EP or IP.	RESTRICTIONS: ZONE	DISCREPANCIES / WEAK AREA! None	E [[look up do-le + form FISN V	Evaluations which spain inder than one day will show inclusive dates (A+11-202A/2 AMCSUP*) para. (-3.(-3.2-3)) GROUND PIASE EPE GRADE: 117 2 3 1 1 1	[6] Area oo, urlamiy ayabudan was varuany ayabuana	[3.] Area 26. Instrument Departure/SID was verbally evaluated	[1,] Instructional abilities were evaluated and the examinee demonstrated instruction in Area	evaluation was debriefed to the [2AS / 95AS] (DO) CC].	An [all-engine go-around /engine-out go-around] and (engine-out landing) was performed. The	landing was accomplished. The ability to perform touch-and-go landings was evaluated (FP: N/A).	<u>=</u>	[holding (procedure turn) (ILS) PAR, MLS,], [LOC, VOR, (NDB))TACAN, ARA, ASR,],	examinee was evaluated on the following maneuvers: (Instrument departure y SID).	ation was conducted on a [day / nig		INSTM / QUAL E UATION
FINAL APPROVING OFFICER:		REVIEWING OFFICER:		FLIGHT EXAMINER:	PRINT		(Exp		MAR(6	EXPIRATION DATE	N	QUALIFIED UN	QUALIFICATION LEVEL		Boldface (Q / U)	EPE (1-3)	Instrument	Closed Book	Open Book	EXAMINATION / CHECK			95 AS/ POPE FIELD, NC	MP3	NAME (Last, First, MI):	C-130 PILO: VALUATION
OFFICER:		ER:			NAME / GRAD		lain in Comr	RESTRICTIONS	0	DATE		UNQUALIFIED	ON LEVEL		a/U)	-3)					GROUND PHASE		IELD, NC	ORGANIZATION/LOCATION:	MI):	O' VA
			· 1+0		PRINT NAME / GRADE / ORGANIZATION		(Explain in Comments on Back)	SNOITC		CERTIFYING OFFICIAL RANK AND ORG		DUE		Selection of the select	10000	165044	10000	phonda	3027	DATE	PHASE			ATION:		LUATIO
			4+Col 95A5		TION	CERTIFICATION	8)			OFFICIAL, RG		DUE DATES(S)	ADDI		Q	H	96%	[00%	97%	GRADE		QUALIFICATION	C-130H / MP	ACFT/ CF		_
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			1000		SIGNATURE / DATE		ain in Comm	PTIONALL		SIGNATURE		DITIONAL TRAI	NING						INSTM/QUAL	MISSION / CHECK	FLIGHT PHASE			ELIGIBIL	SSN:	
			130%		/ DATE		(Explain in Comments on Back)	EXCEPTIONALLY QUALIFIED		DATE		DATE ADDITIONAL TRAINING COMPLETED							29 0514	DATE	HASE		Jun – Nov 14	ELIGIBILITY PERIOD:		horord

AREA / SUB AREA	Q	Ą	U		REMARKS	REMARKS AREA / SUB AREA	Q	Q U	-	REMARKS
GENERAL						INSTRUMENT				
1. Directives / Publications / Pers. and Pro Equip	1					33. Non-Precision Approaches (1 Required)				
2. Mission Prep / Planning / Performance	1					33a. NDB	Ì	10000		
3. Briefings	1				4.00	33b. LOC/VOR	1			
4. Use of Checklist	9					33c. ASR				
5. Safety Consciousness (Critical)	?					33d. TACAN				
6. Flight Discipline (Critical)	1					33e. Azimuth Only MLS				
7. Crew Coord / Management / CRM	2					33f. ARA				
8. Comm. Procedures / IFF / SIF Procedures	1					ng Approach (WX & traffic permitting) *	1			
9. Life Support Systems / Egress	1					35. Missed Approach (N/R if 23/25)				
Knowledge / Completion of Forms	1					With the second				
11. Airmanship / Situational Aware. (Critical)	1									
QUALIFICATION										
12. Ground Operations / Taxi	7		-							
13. Pre-Takeoff	7					196				
14. Takeoff	1									
15. Basic Aircraft Control	1									
16. Radar Ops / WX Avoidance / Wind shear	1									
17. Fuel Conservation	1									
18. VFR Pattern (WX and Traffic Permitting) *	1									
19. Landings										
19a. Full Flap Landing (100%)	1									
19b. Partial Flap Landing (50%)	7			1						
19c. No Flap Landing	7									
19d. Engine Out Landing	1									
19e. Touch/Stop and Go Landing	1	-								
20. Landing Noil / Diaking / Properiet Nev	1	+	-	+						
21. All Engine Go-Around (N/R if 23/35)	1	-		+						
23 Engine Out Go-Around	1									
24. Boldface Emergency Procedures (Critical)	1			+						
25. Other Emergency Procedures (if observed)										
26. Systems operations / Knowledge / Limits	1									
INSTRUMENT										
27. Instrument Departure / SID *	7				500					
28. En Route Navigation / SCNS	1									
29. Holding or Procedure Turn	1							2		
30. Use of NAVAIDS	1					INSTRUCTOR				
31. Descent / Arrival	1					60-Instructor Ability (Critical)				
32. Precision Approaches (1 Required)						61. Instructor Demonstration	-		\	1
32a. PAR						62. Student Briefing / Critique *	1	-		
	7					63. Knowledge of Training Forms *				
32b. ILS									ĺ	

	1922	MISTON WILLIAM						-	DATE OO	MDIETED
	CERT	FICATE OF AIRCRE	N QUALIF	IC.	ATIC	N			DATE CO	18 Aug 14
		EX	AMINEE IDE	NTI	IFICA	TION				
NAME (Last, First,	Middle Initial)		RANK				SSAN		ELIGIBILIT	Y PERIOD
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	OF QUALIFICATION		NK AND				SIGNATURE			DATE
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		N/A								
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REVIEWING OF	, Lt Col	440 OG/OGV	K	7						19 Aug 14
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FINAL APPROV	ING OFFICER			1					-	
	Lt Col	95 AS/CC	D	1		П				21 Aug 14
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	10	ERTIFY that I have been bri	efed and und	ders	tand t	he ac	tion being taken this	date.		
ATE	TYPED NAM	E AND GRADE OF EXAMINEE					SIGNATURE			
22 Aug 14	MP3	Capt								
	95 AS									
F FORM 8, 2										

AF FORM 8 CONTINUATION SHEET COMMENTS EXAMINER'S REMARKS: A. Mission Description. This periodic evaluation was administered on a day training flight from Pope Field, NC (KPOB) to Luzon DZ and return. The examinee planned and briefed a two-ship formation. The first route was flown in formation lead position utilizing SKE procedures to a HE airdrop. The second route was flown in formation lead position utilizing VIS procedures to a CDS airdrop. The formation recovered back to Pope Field utilizing VIS procedures to an abeam approach and landing. A max-effort takeoff and a max-effort landing was performed at Pope Field. Due to MX constraints, the flight departed single-ship. Area 50. NVG Usage/Limitations and Area 51, NVG Landings were verbally evaluated. The evaluation was debriefed to the 95AS/DO. B. Discrepancies. None. C. Recommended Additional Training. None. D. Additional Comments. None. REVIEWING OFFICER'S REMARKS: None. APPROVING OFFICER'S REMARKS: None. ADDITIONAL REVIEWS: None. AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization

and result in a loss of records establishing qualification.

(REVERST)

AF FORM 8, 20061208

G2.5. MCP

G2.5.1. AF FORM 942

t Middle Initial)			EVALUATION			
			SSAN			
- 425-K-100-F			SSAN			
TYPE 0F EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATIO
AETC						
INIT SIM INSTM/QUAL	07 Jan 13	-3				
INIT MSN	30 Apr 13	14				
AMC						
Initial Review	29 Jul 13					
N/N SPOT	10 Feb 14	1				
INSTM/QUAL	12 Jun 14					
Annual Review	16 Jul 14					
MSN	02 Sep 14	- 1				
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AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLET

G2.5.2. AF FORM 8s

	CERTI	FICATE OF AIRCR	EW QUAL	IFIC	CATIO	NC		_	DATE COM	PLETED 02 Sep 14	
			EXAMINEE ID	DEN	TIFICA	TION					
NAME (Last, First, I	Middle Initial)		RANK		Lt			SAN		BILITY PERIOD Apr - Sep 14	
ORGANIZATION AN 95 AS, Pope Fiel			ACFT/CR	REW	POSITI		30H/F	DH/FP			
11.			QUALI	FICA	ATION						
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					CHECK						
TYPED NAM		ORGANIZATIO)N	DECISO	-02 00 3C0200	REMARKS		SIGNATURE		DATE	
FLIGHT EXAMIN	ER Lt Col	95 AS/DOK	i							18 Sep 14	
REVIEWING OFF	ICER , Lt Col	440 OG/OG\	,							18 Sep 14	
FINAL APPROVI	NG OFFICER Lt Col	95 AS/CC	1							26 Sep 14	
ATE	TYPED NAM	ERTIFY that I have been E AND GRADE OF EXAMIN	briefed and u	indei	rstand	the a		peing taken this date			
26 Sep 14	MCP 95 AS	1Lt						1			
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EXAMINER'S REMARKS: Mission Description. The examinee plann rocedures to a PERS airdround landing. A max-effort ta	COMMENTS ED: Excellent en-route navigation and CRWcrew coordination. is periodic evaluation was administered on a day training flight from Pope Field, NC (KPOB) to Sicily DZ and and briefed a two-ship formation. The first route was flown in formation lead position utilizing VIS p. The formation recovered back to Pope Field utilizing VIS procedures to a high-speed downwind approact confiand a max-effort landing was monitored at Pope Field. The SKE route was not accomplished due to NVG Usage/Limitations and Area 51. NVG Landings were verbally evaluated. The evaluation was debriefed.
EXAMINER'S REMARKS: Mission Description. The eturn. The examinee plann rocedures to a PERS airdround landing. A max-effort tay eather conditions. Area 50 to the 95AS/DO.	ED: Excellent en-route navigation and CRWcrew coordination. Is periodic evaluation was administered on a day training flight from Pope Field, NC (KPOB) to Sicily DZ and and briefed a two-ship formation. The first route was flown in formation lead position utilizing VIS p. The formation recovered back to Pope Field utilizing VIS procedures to a high-speed downwind approact two flanding was monitored at Pope Field. The SKE route was not accomplished due to
EXAMINER'S REMARKS: Mission Description. The eturn. The examinee plann rocedures to a PERS airdround landing. A max-effort tay eather conditions. Area 50 to the 95AS/DO.	is periodic evaluation was administered on a day training flight from Pope Field, NC (KPOB) to Sicily DZ and and briefed a two-ship formation. The first route was flown in formation lead position utilizing VIS p. The formation recovered back to Pope Field utilizing VIS procedures to a high-speed downwind approach to the process of a process of the p
eturn. The examinee plann rocedures to a PERS airdro und landing. A max-effort ta veather conditions. Area 50 the 95AS/DO.	ed and briefed a two-ship formation. The first route was flown in formation lead position utilizing VIS p. The formation recovered back to Pope Field utilizing VIS procedures to a high-speed downwind approact (coff and a max-effort landing was monitored at Pope Field. The SKE route was not accomplished due to
Discrepancies None	
. Distribution file.	
. Recommended Addition	al Training. None.
). Additional Comments. Fror Management (TEM), O	Commendable. Area 7. Crew Coordination/Management/Crew Resource Management (CRM) / Threat and itstanding crew management and CRM allowed for mission success during complicated JAA/TT profile.
commendable. Area 45. En-	oute Navigation. Superior situational awareness while helping the Navigator with en-route navigation.
REVIEWING OFFICER'S RI	MARKS: None.
PPROVING OFFICER'S R	EMARKS: None.
AUTKORITY: 10 USC 8013; EO 939 RINCIPAL PURPOSE: Squree do ISCLOSURE IS VOLUNTARY: SSA nd result in a loss of records est	cument used to establish and record aircrew qualification N is used to establish individual identity. Failure to provide may provent qualification authorization

CERTI	FICATE OF AIRCR	EW QUAL	IFIC	ATIC	N		-7-	DATE COM	PLETED 12 Jun 14	
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ME AND RANK INER Lt Col OFFICER Lt Col VING OFFICER Lt Col	ORGANIZATIO 95 AS/DOK	CERTII	FICA CONTURN C	TION CHECK	Emizeczo	V v	(Explain in		DATE 18 Jul 14	
	at, Middle Initial) AND LOCATION ield, NC 28308	GROUND PHASE INTION/CHECK DATE O1 May 14 12 Jun 14 08 Apr 14 08 Apr 14 05 Jun 14 CATION LEVEL UNQUALIFIED DUE DATE(S) N/A TE OF QUALIFICATION CERTIFYING OFFICIAL, ORGANIZATION	EXAMINEE II It, Middle Initial) AND LOCATION AND LOCATION ACFT/CF GROUND PHASE ATION/CHECK DATE O1 May 14 100 12 Jun 14 08 Apr 14 96 08 Apr 14 Q O5 Jun 14 Q CATION LEVEL UNQUALIFICATION ORGANIZATION CERTIFYING OFFICIAL, RANK AND ORGANIZATION	EXAMINEE IDENT RANK 1 AND LOCATION ield, NC 28308 QUALIFICA GROUND PHASE INTION/CHECK DATE GRADE O1 May 14 100 12 Jun 14 08 Apr 14 96 08 Apr 14 94 05 Jun 14 Q CATION LEVEL UNQUALIFIED UNQUALIFIED UNQUALIFIED ORGANIZATION CERTIFYING OFFICIAL, RANK AND ORGANIZATION	EXAMINEE IDENTIFICA RANK 1Lt AND LOCATION ield, NC 28308 QUALIFICATION GROUND PHASE INTION/CHECK DATE GRADE 12 Jun 14 08 Apr 14 96 08 Apr 14 96 05 Jun 14 Q CATION LEVEL UNQUALIFIED DUE DATE(S) N/A TE OF QUALIFICATION CERTIFYING OFFICIAL, RANK AND ORGANIZATION	AND LOCATION Ield, NC 28308 C-13 QUALIFICATION GROUND PHASE ATION/CHECK DATE GRADE 12 Jun 14 100 INSTM/C 12 Jun 14 1 08 Apr 14 96 08 Apr 14 96 05 Jun 14 Q CATION LEVEL UNQUALIFIED DUE DATE(S) N/A TE OF QUALIFICATION CCERTIFYING OFFICIAL, RANK AND ORGANIZATION ACFT/CREW POSITION CC-13 QUALIFICATION CC-13 ACFT/CREW POSITION	EXAMINEE IDENTIFICATION RANK 1Lt AND LOCATION ield, NC 28308 ACFT/CREW POSITION C-130H/FI ACFT/CREW POSITION C-130H/FI ACFT/CREW POSITION C-130H/FI QUALIFICATION GROUND PHASE ATION/CHECK DATE GRADE ATION/CHECK O1 May 14 100 INSTM/QUAL 12 Jun 14 1 08 Apr 14 96 08 Apr 14 94 05 Jun 14 Q ADDITIONAL UNQUALIFIED DUE DATE(S) N/A ITE OF QUALIFICATION CERTIFYING OFFICIAL, RANK AND ORGANIZATION N/A SIGNA	EXAMINEE IDENTIFICATION RANK 1Lt AND LOCATION FIELD AND LOCATION GROUND PHASE FLIGH ATION/CHECK DATE OI May 14 100 INSTM/QUAL 12 Jun 14 1 08 Apr 14 96 08 Apr 14 96 08 Apr 14 Q OS Jun 14 Q ADDITIONAL TRAINING UNQUALIFIED UNQUALIFIED UNQUALIFIED UNQUALIFIED UNQUALIFIED ORGANIZATION EE OF QUALIFICATION RANK 1Lt SSAN ACFT/CREW POSITION C-130H/FP ACFT/CREW POSITION C-130H/FP ACFT/CREW POSITION C-130H/FP ACFT/CREW POSITION C-130H/FP ADDITIONAL TRAINING DATE ADDITIONAL TRAINING ORGANIZATION SIGNATURE	EXAMINEE IDENTIFICATION II., Middle Initial) RANK SSAN ELIGIBILITY AND LOCATION Reld, NC 28308 C-130H/FP QUALIFICATION GROUND PHASE ATION/CHECK DATE GRADE O1 May 14 100 INSTM/QUAL 12 Jun 14 1 08 Apr 14 96 08 Apr 14 94 05 Jun 14 Q ADDITIONAL TRAINING CATION LEVEL ADDITIONAL TRAINING DATE ADDITIONAL TRAINING DATE ADDITIONAL TRAINING COM N/A TE OF QUALIFICATION CERTIFYING OFFICIAL, RANK AND ORGANIZATION SIGNATURE	

	AF FORM 8 CONTINUATION SHEET	
v.	COMMENTS	
EXAMINER'S REMARKS:		
Fayetteville Regional, NC (KFA procedure turn, ILS, VOR, circli	periodic flight evaluation was administered on a day training flight from Pop Y) and return. The examinee was evaluated on the following maneuvers: 0 ng approach and VFR Pattern. A full-flap (100%), partial-flap (50%) and no o-around and engine-out landing was performed. The evaluation was deb	nstrument departure, -flag landing was
B. Discrepancies. None.		
C. Recommended Additional	Training. None.	
D. Additional Comments. N	ne.	
REVIEWING OFFICER'S REM	ARKS: None.	
APPROVING OFFICER'S REM	ARKS: None.	
ADDITIONAL REVIEWS: None		
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Commence of the Control of		
AUTHORITY: 10 USC 8013; EO 9397	ent used to establish and record alrerew qualification	
MISCH OSLIDE IS VOLUNTARY, SEAM I	used to establish individual identity. Failure to provide may prevent qualification authorize	tion

G-194

G2.6. MIP2

G2.6.1. AF FORM 942

NAME (Last Fir	st Middle Initial)			EVALUATION			
MIP2	or missis minary			SSAN			
ACFT/CREW POSITION	TYPE 0F EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE 0F EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL
	AMC						
	Initial Review	08 Feb 08					
	AETC						
C-130H/FP	INIT INSTM/QUAL	06 May 08	- 1				
C-130H/MP	INIT MSN	09 Jun 08	1				
	AMC						
	Annual Review	06 Feb 09					
C-130H/MP	INSTM/QUAL/MSN	13 Oct 09	1				
	Annual Review	13 Oct 09					
	AETC						
C-130H/IP	INIT INSTR	07 Oct 10	1		-		
	AMC						
	Annual Review	01 Oct 10					
C-130H/IP	INSTM/QUAL/MSN	24 Feb 11	-1				
	Annual Review	10 Oct 11					
C-130H/IP	N/N SPOT	21 Dec 11	1				
C-130H/IP	INSTM/QUAL/MSN	23 Jul 12	1				
	Annual Review	23 Oct 12					
1	Annual Review	03 Oct 13					
C-130H/IP	INSTM/QUAL/MSN	02 Dec 13	1-				
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AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.6.2. AF FORM 8s

MANE CLARE, First, Model initial) MIP2 DRAWIZATION AND LOCATION 35 AS, Pope Field, NC 28308 ACPTICREW POSITION C-130H/IP L. GROUND PHASE EXAMINATIONICHECK DATE ORACE EXAMINATIONICHECK DATE ORACE EXAMINATIONICHECK DATE ORACE AND 13 100 INSTM/QUALMISN 26 Nov 13 PS 12 Nov 13 98 PS 12 Nov 13 98 PS 12 Nov 13 98 PS 13 Nov 13 100 PS 12 Nov 13 98 PS 14 Nov 13 100 PS 15 Nov 13 98 PS 15 Nov 13 98 PS 16 Nov 13 100 PS 1		CERTI	FICATE OF AIRCRE	W QUALIFI	CATIO	ОИ			DATE COM	PLETED D2 Dec 13	
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AF FORM 8, 20061208 PREVIOUS EDITIONS ARE OBSOLETE	AF FORM 8, 20										

	AF FORM 8 CONTINUATION SHEET	
٧,	COMMENTS	
XAMINER'S REMARKS:		
and return. The examinee plan procedures for a CDS airdrop. procedures to an ILS approach anding were performed at Pope evaluated. The INSTM/QUAL po KFAY) and return. The examine approach, and VFR patterns. Find-go landings was evaluated.	periodic evaluation was administered on a day training flight from Pope Field, In red and briefed a two-ship formation. The first route was flown in formation let the formation no-dropped due to weather. The formation recovered back to Fand landing. A visual low-level route was not flown due to weather. A max-eff LZ Area 50. NVG Usage/Limitations was verbally evaluated. Area 51. NVG Usage/Limitations was verbally evaluated. Area 51. NVG Usage/Limitations was verbally evaluated on a day flight from Pope Field, NC (KPOB) to Fayettevil was evaluated on the following maneuvers: Instrument departure, procedural-flap (100%), partial-flap (50%), and no-flap landings were accomplished. The negine-out go-around and engine-out landing was performed. Instruction in Area 25. Engine Out Go-Around and Area 54. Max Effort Landing.	ad position utilizing SKE ope Field utilizing SKE ort takeoff and a max-effor andings was verbally le Regional Airport, NC re turn, ILS, VOR, circling he ability to perform touch- al abilities were evaluated
3. Discrepancies. None.		
C. Recommended Additional	raining. None.	
D. Additional Comments. No	ne.	
REVIEWING OFFICER'S REM	ARKS: None.	
PPROVING OFFICER'S REN	ARKS: None.	
ADDITIONAL REVIEWS: None		
UTHORITY: 10 USC 8013; EO 9397 RINCIPAL PURPOSE: Source docum ISCLOSURE IS VOLUNTARY: SSAN is nd result in a loss of recorde establi	ant used to establish and record aircrew qualification used to establish individual identity. Failure to provide may prevent qualification authorize	don

G2.7. MN

G2.7.1. AF FORM 942

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ACFT/CREW POSITION	TYPE OF EVALUATION	DATE	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE 0F EVALUATION	DATE	QUALIFICATIO
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C-130H/FN	RQ QUAL	29 Sep 11	-1				
C-130H/MN	RQ MSN	14 Nov 11	1				
	AMC						
	Initial Review	30 Nov 11					
C-130H/IN	RQ INSTR	28 Feb 12	1				
C-130H/IN	QUAL/MSN	26 Sep 12	1				
	Annual Review	20 Nov 12					
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G2.7.2. AF FORM 8s

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REVIEWING OF	FICER , Lt Col	440 OG/OGV	×			101		11 Mar 14
FINAL APPROV	ING OFFICER	2 AS/CC	×				**	12 Mar 14
	10	ERTIFY that I have been br	lefed and und	erstand	the ac	tion being taken this	date.	
TYPED NAME AND GRADE OF EXAMINE 27 Mar 14 440 OG/OGV					-	SIGNATURE		

AF FORM 8 CONTINUATION SHEET		
V. COMMENTS		
EXAMINER'S REMARKS:		
A. Mission Description. This periodic evaluation was administered on a night training flight from Pope Field, DZ and return. The examinee planned and briefed a two-ship formation. The first route was flown in the lead position utilizing SKE procedures to a CD performed an ARA to RWY 23 at Pope Field. Instructional abilities were evaluated and the examinee also dem area 44. Airborne Radar Approach and Area 35. SKE/AWADS procedures. The QUAL airland mission planning utilizing overwater procedures from Norfolk Naval Air Station (KNGU) to Lajes AB, Azores (LPLA), demonstration procedures. Area 43. NVG Usage/Limitations was verbally evaluated. The VIS low-level was not accomplished was debriefed to the 95 AS/DO.	sition utilizing SKE S airdrop. The examinee onstrated instruction in a portion was administered or all applicable payination	
3. Discrepancies. None.		
C. Recommended Additional Training. None.		
D. Additional Comments. None.		
REVIEWING OFFICER'S REMARKS: None.	1	
APPROVING OFFICER'S REMARKS: None.		
ADDITIONAL REVIEWS: None.		
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WTHORITY: 10 USC 8013; EO 9397		
RINCIPAL PURPOSE: Source document used to establish and record alrerew qualification SCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Fallure to provide may prevent qualification authorization	on	
nd result in a loss of records establishing qualification.		

G2.8. MFE3

G2.8.1. AF FORM 942

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C-130H/MF F	RQ QUAL/MSN	19 Dec 12	1	1			
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AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.8.2. AF FORM 8s

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Lt Col NG OFFICER , Lt Col	95 AS/CC	briefed and						02 May 14
	D LOCATION I, NC 28308 GROUDINGHECK IONICHECK OUND PHASE DNICHECK DATE 21 Mar 14 03 Apr 14 09 Feb 14 21 Mar 14 21 Mar 14 21 Mar 14 DIATE CONTROLL CONTRO	QUAL GROUND PHASE DNICHECK DATE GRAD 21 Mar 14 100 03 Apr 14 1 09 Feb 14 95 21 Mar 14 100 21 Mar 14 100 21 Mar 14 100 CERTIFYING OFFICIAL, RANK AND ORGANIZATION RICTIONS COMMENTS on Back) E AND RANK ORGANIZATION ORGANIZATION CERTIFYING OFFICIAL COMMENTS OFFICIAL COMMENTS OF CERTIFYING OFFICIAL COMMENTS OF	CLOCATION I, NC 28308 CUALIFICA GROUND PHASE DATE GRADE 21 Mar 14 100 03 Apr 14 1 09 Feb 14 95 21 Mar 14 100 21 Mar 14 100 21 Mar 14 100 CETIFYING OFFICIAL, RANK AND ORGANIZATION RICTIONS COMMENTS OF Back) E AND RANK ORGANIZATION ORGANIZATION CERTIFICA CERTIF	ACFT/GREW POSITION DE LOCATION ON COMMITTEE CONTICHECK DATE CONTICHECK DATE CONTICHECK DATE CONTICHECK DATE CONTICHECK DATE CONTICHECK DATE CONTICHECK CONTICH	SSgt ACFT/CREW POSITION C-13 COUNTY PHASE DIVICHECK DATE SON/CHECK CON/CHECK CHECK CERTIFICATION CHECK CERTIF	ACFT/CREW POSITION C-130H/MF QUALIFICATION GROUND PHASE DNICHECK DATE C1 Mar 14 D9 Feb 14 D9 Feb 14 D1 C21 Mar 14 D0 QUAL/MSN C21 Mar 14 D0 QUAL/MSN D3 Apr 14 D9 Feb 14 D9 Feb 14 D1 C21 Mar 14 D0 D1 C21 Mar 14 D0 D21 Mar 14 D0 D3 C21 Mar 14 D0 D3 C21 Mar 14 D0 D3 C21 Mar 14 D0 D3 C21 Mar 14 D0 D3 C21 Mar 14 D0 D3 C21 Mar 14 D0 D3 C21 Mar 14 D0 D3 C21 Mar 14 D0 D3 C21 Mar 14 D3 D3 C3 C3 C3 C3 C3 C3 C3 C3 C3 C3 C3 C3 C3	SSGI ACFT/CREW POSITION C-130H/MF QUALIFICATION GROUND PHASE GRADE ON/CHECK OATE GRADE ON/CHECK OATE GRADE ON/CHECK OATE OATE OATE OATE OATE OATE OATE OATE	

AF FORM 8 CONTINUATION SHEET COMMENTS EXAMINER'S REMARKS: A Mission Description. This periodic evaluation was conducted on a night training flight from Pope Field, NC (KPOB) to Nijmegen DZ and return. A SKE route to a HE and NVG-VLL to a SATB-P airdrop was flown. A NVG max-effort takeoff and landing was accomplished at Pope Field (KPOB). The examinee performed all flight engineer tasks to include preflight, post-flight, and all required checklists. This evaluation was debriefed to the 95 AS DO. B. Discrepancies. 1. Ground. None 2. Flight. Area 59. Mission Procedures - Q-. Debriefed. Examinee omitted running the Combat Entry Checklist prior to the tactical environment per 11-2C-130V3 paragraph 19.11.1. Corrected by Evaluator. C. Recommended Additional Training. None. D. Additional Comments. None. REVIEWING OFFICER'S REMARKS: None. APPROVING OFFICER'S REMARKS: None. ADDITIONAL REVIEWS: None. AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Fallure to provide may prevent qualification authorize and result in a loss of records establishing qualification. AF FORM 8, 20061208 (REVERSE

G2.9. MIL

G2.9.1. AF FORM 942

			RECORD OF	EVALUATION	-		
NAME(Lest, Fil VIIL	rst Middle Initial)			SSAN			
ACFT/CREW POSITION	TYPE OF EVALUATION	DATE COMPLETED	QUALIFICATION LEVEL	ACFT/CREW POSITION	TYPE 0F EVALUATION	DATE COMPLETED	QUALIFICATIO LEVEL
	AETC	7					
C-130E/FL	INIT QUAL	09 Apr 09	1				
C130E/ML	INIT MSN	15 Jul 09	1				
	AMC						
C-130H/ML	QUAL/MSN	11 Sep 10	3/1				
	Initial Review	21 Aug 09	1,50				
	Annual Review	04 Aug 10					
	Annual Review	18 Aug 11					
C-130H/ML	QUAL/MSN	21 Feb 12	3				
C-130H/ML	RQ QUAL/MSN	23 Feb 12	-1				
	Annual Review	31 Aug 12	12.73	- 4			
C-130H/ML	SPOT	04 Sep 12	1				
C-130H/ML	QUAL/MSN	31 May 13	-				
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C-130H/IL	INIT INSTR	17 Jul 13	1				
	AMC		7				
	Annual Review	01 Aug 13					
	AETC						
C-130J/ML	INIT QUALMSN	03 Dec 13	1				
	AMC						
C-130H/IL	QUAL/MSN	19 Jun 14	1				
	Annual Review	05 Aug 14					

AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.9.2. AF FORM 8s

	CERT	FICATE OF AIRCREV	V QUALIF	CAT	ON			DATE COMP	LETED 19 Jun 14
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AF FORM 8 CONTINUATION SHEET COMMENTS **EXAMINER'S REMARKS:** A Mission Description. This periodic evaluation was administered on a night training flight from Pope Field, NC (KPOB). The examinee performed primary loadmaster duties while loading, rigging and airdropping a 2900-pound heavy equipment training load. Area 21. Winching Procedures, Area 22. Hazardous Materials, Area 24. Passenger Handling, Area 25. Anti-Hijacking/Aircraft Security, Area 26. Border Clearance, Area 29. Engine Running Onload/Offload, Area 30. Combat Offload, and Area 35. NVG Usage/Limitations were verbally evaluated. Instructional abilities were evaluated and the examinee demonstrated instruction in Area 13 Emergency Procedures (MLG Tiedown) and Area 20.Tiedown and Restraint (computing tiedown restraint). This evaluation was debriefed to the 95 AS/CC. B. Discrepancies. None. C. Recommended Additional Training. None. D. Additional Comments. Commendable, Area 15. Emergency Equipment. Examinee displayed an extremely detailed knowledge of aircraft emergency equipment usage and limitations. Commendable, Area 40, Instructor Demonstration. Examinee's abilities to effectively demonstrate and elaborate upon the topics of his instruction were both excellent. REVIEWING OFFICER'S REMARKS: None. APPROVING OFFICER'S REMARKS: None. ADDITIONAL REVIEWS: None. AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authoriz and result in a less of records establishing qualification. AF FORM 8, 20061208 (REVERSE)

G2.10. ML1

G2.10.1. AF FORM 942

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AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.10.2. AF FORM 8s

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AF FORM 8 CONTINUATION SHEET COMMENTS **EXAMINER'S REMARKS:** A Mission Description. This periodic evaluation was administered on a night training flight from Pope Field, NC (KPOB) utilizing NVG procedures. The examinee performed primary loadmaster duties while loading, rigging and airdropping a 2760-pound heavy equipment training load and performed secondary duties airdropping a 790-pound CDS bundle. Are 22. Hazardous Materials, Area 24. Passenger Handling, Area 25.Anti-Hijacking/Aircraft Security, Area 26. Border Clearance, Area 29. Engine Running Onload/Offload were verbally evaluated. Examinee demonstrated instruction in Area 30. Combat Offload (Combat Offload checklist and procedures) and Area 34. Airdrop Knowledge (Pendulum release system operation and preflight). This evaluation was debriefed to the 95 AS/CC. B. Discrepancies. None. C. Recommended Additional Training. None. D. Additional Comments. None. REVIEWING OFFICER'S REMARKS: None. APPROVING OFFICER'S REMARKS: None. ADDITIONAL REVIEWS: None. AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification. AF FORM 8, 20061208 (REVER

G2.11. ML2

G2.11.1. AF FORM 942

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AF Form 942, 20061208

PREVIOUS EDITIONS ARE OBSOLETE

G2.11.2. AF FORM 8s

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AF FORM 8 CONTINUATION SHEET COMMENTS RESTRICTIONS: SUPERVISED STATUS for personnel airdrop until an actual static line personnel airdrop is accomplished. Final certification will be accomplished under the supervision of a loadmaster instructor or flight examiner. Actual personnel airdrop accomplished on 85014 2014 **EXAMINER'S REMARKS:** A. Mission Description. This formal school flight evaluation was conducted on a local tactical sortie to BJDZ. The examinee accomplished all required preflight inspections, airdrop preparations, loaded, rigged and performed inflight duties for the aerial delivery of a heavy equipment load weighing 2,570 pounds. The examinee was primary the entire mission. B. Discrepancies. None. C. Recommended Additional Training. None. D. Additional Comments. None. Reviewing Officer's Remarks: None. Approving Officer's Remarks: None. AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE; Source document used to establish and record alrerew qualification. DISCLOSURE IS VOLUNTARY; SSAN is used to establish individual identity. Fallure to provide may prevent qualification authorizati and result in a loss of records establishing qualification. AF FORM 8, 20100913 (REVERSE)

G3. MAINTENANCE TRAINING RECORDS

No Additional Training Records Were Obtained By the SIB

G4. OTHER PERSONNEL EVALUATION AND TRAINING RECORDS.

No Other Training Records Were Obtained By the SIB

	TAB H	
	EGRESS, AFE, IMPACT AND CRASHWORTHINESS ANALYSIS	
		_
H1.	MEMORANDUM FOR RECORD	2



DEPARTMENT OF THE AIR FORCE

AIR MOBILITY COMMAND POPE ARMY AIRFIELD

19 Dec 14

MEMORANDUM FOR RECORD

FROM: POPE AAF C-130 & C-27 SIB

SUBJECT: Tab H, Class A Mishap, C-130H, 88-4404 & C-27J, 10-27030, 1 Dec 14

No egress or crashworthiness analysis was accomplished for this mishap. There is no data available for Tab H.

Colonel, USAF President, Safety Investigation Board

TAB I DEFICIENCY REPORTS

I1.	MEMORANDUM FOR RECORD	•
11.	MEMORANDUM FUR RECURD	4



DEPARTMENT OF THE AIR FORCE

AIR MOBILITY COMMAND POPE ARMY AIRFIELD

19 Dec 14

MEMORANDUM FOR RECORD

FROM: POPE AAF C-130 & C-27 SIB

SUBJECT: Tab I, Class A Mishap, C-130H, 88-4404 & C-27J, 10-27030, 1 Dec 14

There were no Deficiency Reports submitted for this mishap section; there is no data available for Tab I.

, Colonel, USAF President, Safety Investigation Board

J1. MEMORANDUM FOR RECORD



DEPARTMENT OF THE AIR FORCE

AIR MOBILITY COMMAND
POPE ARMY AIRFIELD

19 Jan 15

MEMORANDUM FOR RECORD

FROM: POPE AAF C-130 & C-27 SIB

SUBJECT: Tab J, Class A Mishap, C-130H, 88-4404 & C-27J, 10-27030, 1 Dec 14

There were no Technical or Engineering Reports submitted for this mishap section; there is no data available for Tab J.

Colonel, USAF President, Safety Investigation Board

TAB K MISSION RECORDS AND DATA

K1. FLIGHT PLAN, FLIGHT ORDERS AND MISSION PAPERS	2
K1.1. FLIGHT PLANS	2
K1.1.1. PACKR30	2
K1.1.2. GECKO33	4
K1.2. FLIGHT AUTHORIZATIONS	5
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K1.2.2. GECKO33	6
K1.3. NOTAMS	7
K1.4. ORM WORKSHEETS	10
K1.4.1. PACKR 30	10
K1.4.2. GECKO33	11
K1.5. 95 AS GO/NO GO	12
K2. AIRCRAFT WEIGHT AND BALANCE	14
K2.1. PACKR30	14
K2.2. GECKO33	15

K1. FLIGHT PLAN, FLIGHT ORDERS AND MISSION PAPERS K1.1. FLIGHT PLANS

K1.1.1. PACKR30

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See stereo flight plans below for details:

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K1.1.2. GECKO33

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K1.2. FLIGHT AUTHORIZATIONS

K1.2.1. PACKR30

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	TSgt			IL B	IL B	/33	0095		
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2. REMARKS: (Variations	s in Itinerary Authorized)								
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K1.2.2. GECKO33

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3*	Acft Type: (77 -C-212 (CASA)	13*	
4*	Acft Tail #: 630	1	
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*	Est Time of Dpt 1730	13a	Formation Flight Yes No AMC:
	DZ: N/A	14	
7	Showtime: N/A	15*	
*	Est Time Enrte S+D	16	
,	Est Time of Return 2230	17	
)*	PC: (LAR) MIP1	17	Safety Considerations: POC @ FBG: Name: Ph #:
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*	Crewmembers.		Name Ph# Freq
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K1.3. NOTAMS

Defense Internet NOTAM Service

Page 1 of 3

Sort By: Default Report

Keyword Sort:

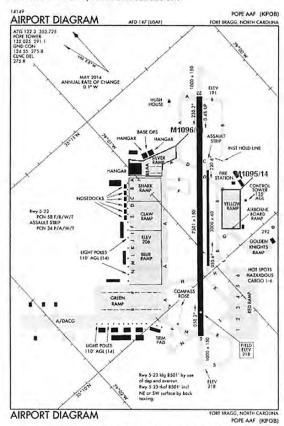
Locations:

KPOB, KHFF

Data Current as of: Tue, 02 Dec 2014 02:33:00 GMT

KPOB POPE AAF

Data Current as of: Tue, 02 Dec 2014 02:33:00 GMT



Effective 13 NOV 2014 thru 10 DEC 2014

M1114/14 - ILS RWY23 FLIGHT CHECK INSPECTION. EFFECTIVE 11 DEC-12 DEC 14, 01 DEC 20:19 2014 UNTIL 12 DEC 23:59 2014. CREATED: 01 DEC 20:21 2014

 $\tt M1113/14$ - NR FAYETTEVILLE NC 3/C130 BETWEEN FAY356033 AND FAY313016, 3000 MSL AND BELOW, CONDUCTING IFR AIRDROPS AT SICILY DROPZONE BELOW

https://www.notams.jcs.mil/dinsQueryWeb/queryRetrievalMapAction.do

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MINIMUM IFR ALTITUDE IAW FAA WAIVER 4371. 02 DEC 23:20 2014 UNTIL 03 DEC 02:30 2014. CREATED: 01 DEC 04:20 2014

M1109/14 - ILS RYW23 OUT OF SERVICE. EFFECTIVE 2 - 12 DEC, 26 NOV 14:45 2014 UNTIL 12 DEC 23:59 2014. CREATED: 26 NOV 14:50 2014

M1096/14 - SILVER RAMP AND TRANSIENT ROW APRON LIMITED TO TOW IN/OUT FOR BASE ASSIGNED AIRCRAFT ONLY. NO ENGINE START AUTHORIZED, DUE TO CONSTRUCTION. 21 NOV 16:58 2014 UNTIL 20 DEC 22:00 2014. CREATED: 21 NOV 16:58 2014

M1095/14 - YELLOW AND AIRBORNE [ACE] BOARD [RAMPS] APRONS, LIMITED TO BASE ASSIGNED AIRCRAFT ONLY, DUE TO CONSTRUCTION. 21 NOV 16:53 2014 UNTIL 15 DEC 22:00 2014. CREATED: 21 NOV 16:53 2014

M1094/14 - AERODROME OFFICIAL BUSINESS ONLY, DUE TO AIRFIELD CONSTRUCTION.

AIRCRAFT PARKING LIMITED. 21 NOV 16:45 2014 UNTIL 20 DEC 22:00 2014. CREATED: 21 NOV 16:48 2014

M1050/14 - TAXIWAY BRAVO CLOSED BETWEEN RWY23 APPROACH END TO FIRE LANE. 11 NOV 21:30 2014 UNTIL 30 JAN 23:59 2015, CREATED: 11 NOV 21:32 2014

M1049/14 - TAXIWAY BRAVO CLOSED BETWEEN TWY DELTA SOUTH TO TWY HOTEL. 11 NOV 21:28 2014 UNTIL 30 JAN 23:59 2015. CREATED: 11 NOV 21:30 2014

M1048/14 - TAXIWAY GOLF CLOSED. 11 NOV 21:27 2014 UNTIL 30 JAN 23:59 2015. CREATED: 11 NOV 21:28 2014

M1047/14 - TAXIWAY JULIET CLOSED. 11 NOV 21:24 2014 UNTIL 30 JAN 23:59 2015. CREATED: 11 NOV 21:26 2014

M1027/14 - BLUE [RAMP] APRON, NOVEMBER ROW SIGNS NOT COINCIDENTAL WITH LEAD IN LINES. 03 NOV 13:35 2014 UNTIL 30 JAN 23:55 2015. CREATED: 03 NOV 13:37 2014 M0989/14 - PRIMARY UHF FREQUENCY FOR POPE COMMAND POST IS 257.1 UHF 381.3 OUT OF SERVICE. 16 OCT 19:30 2014 UNTIL 13 JAN 18:00 2015. CREATED: 16 OCT 19:29 2014

KHFF MACKALL AAF

M0227/14 - 1. WHEN TOWER IS CLOSED, THE AIRSPACE IS CLASS G.
A. WEATHER MINIMUMS FOR ROTARY WING AIRCRAFT IS CLEAR OF CLOUDS AND
1NM FLIGHT VISIBILITY.

2. AIRCREWS OPERATING IN THE VICINITY OF MACKALL AAF, USE CTAF VHF 121.0. 27 OCT 23:00 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 23:07 2014 M0226/14 - MACKALL AAF RUNWAY, TAXIWAY, RAMP CONSTRUCTION:

1. RUNWAY 11/29 CLOSED TO FIXED WING AIRCRAFT DUE TO CONSTRUCTION.

THE FIRST 2000FT OF RWY 29 AVAIL FOR ROTARY WING AIRCRAFT ONLY.

- 2. TAXIWAYS D AND J ARE CLOSED. CAUTION, MEN AND EQUIP ON RWY 29 AT INTERSECTION OF J TWY AND ON THE EASTERN PORTION OF THE RAMP.
- 3. RAMP IS RESTRICTED TO ONE(1) C17 OR, TWO(2) C130'S OR SMALLER. 27 OCT 23:00 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 23:03 2014

V0129/14 - [DOD PROCEDURAL NOTAM] INSTRUMENT APPROACH PROCEDURE CHANGED: NDB OR GPS RWY 11 STRAIGHT-IN NOT AUTHORIZED. LANDING NOT AUTHORIZED RWY 11/29. CIRCLING ONLY AUTHORIZED TO RWY 4/22. UFN. 17 OCT 00:12 2014 UNTIL 05 FEB 23:59 2015. CREATED: 17 OCT 00:16 2014

L0698/14 - LUZON DZ MISSION SCHEDULE IN ACCORDANCE WITH FINAL AIR MOVEMENT TABLE DATED 2DEC2014.

LUZON DZ - 02/1230 TO 02/1360 - HALO AERIAL DELIVERY OPERATIONS 12500 FT. ABOVE GROUND LEVEL. STATIC LINE AERIAL DELIVERY OPERATIONS 1500 FT. ABOVE GROUND LEVEL. LOAD ON LZ.

LUZON DZ - 02/1830 TO 02/2230 - STATIC LINE AERIAL DELIVERY OPERATIONS 1500 FT. ABOVE GROUND LEVEL. LOAD AT MACKALL.

https://www.notams.ics.mil/dinsQueryWeb/queryRetrievalManAction.do

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ALL TIMES ZULU. 02 DEC 12:30 2014 UNTIL 02 DEC 22:30 2014. CREATED: 01 DEC 23:07 2014

L0652/14 - NOISE ABATEMENT PROCEDURES IN EFFECT FOR MOORE COUNTY, PINEHURST/SOUTHERN PINES (SOP).

1. CLOSED PATTERN WORK OR TOUCH & GO LANDINGDS, ARE NOT AUTHORIZED FROM 0300-1100 (2200L-0600L) NITELY.

2. NOISE SENSITIVE AREAS AROUND AIRPORT. 02 NOV 07:00 2014 UNTIL 24 JAN 05:00 2015. CREATED: 30 OCT 20:23 2014

L0649/14 - NOISE SENSITIVE AREA, NOE BLOCK #3 (17SPU3353665486): NO FLY ZONE CENTERED ON THE COORDINATES, AT A 1.5KM RADIUS FROM SFC TO 2000FT AGL.

PILOTS ARE TO ENSURE ACCURATE NAVIGATION TO AVOID AREA. 27 OCT 22:55 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:58 2014

L0648/14 - OBSTRUCTION LIGHT OTS ON 120FT AGL ANTENNA IN THE VICINITY OF (PU360770). 27 OCT 22:50 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:56 2014

L0646/14 - ****** ACFT FUEL CARD****

AN APPROPRIATE FUEL CARD DEPICTING THE AIRCRAFT SERIAL NUMBER WILL

ONLY BE ACCEPTED. 27 OCT 22:45 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:49 2014

L0645/14 - NO OVERFLIGHT OF THE RESISTANCE TRAINING LAB (RTL) SERE CAMP (PU40597774).

ACFT MUST AVOID OVERFLYING THE RTL LAB (SERE CAMP) BY 1 KM RADIUS!!. 27 OCT 22:40 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:47 2014

L0643/14 - TAXIWAY F IS CLOSED TO ALL AIRCRAFT. 27 OCT 22:40 2014 UNTIL 23 JAN 07:00 2015. CREATED: 27 OCT 22:46 2014

L0641/14 - TRANSIENT AIRCRAFT SCHEDULED/LISTED ON THE DAILY AIR
MOVEMENT TABLE(AMT), DO NOT REQUIRE A PPR TO LAND AT MACKALL. 27 OCT 22:40 2014
UNTIL 23 JAN 05:00 2015. CREATED: 27 OCT 22:44 2014

Number of NOTAMs: 23 End of Report